SAM1108
SAM1108 Scale Aviation Modeller International - November 2008 Vol 14 Issue 11
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THE WORLD'S FAVOURITE AIRCRAFT MODELLING MAGAZINE

Scale AVIATION Modeller International

FULL REPORT FROM E-DAY 2008
NEW CZECH KITS PREVIEWED

Fox One
de Havilland Sea Vixen

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Sea Vixen
in association with HobbyLink Japan

IPMS USA
Kalamazoo Show

Modelling Product
Airbrush Choices

- He 162 Mistel 5
- Petlyakov Pe-2
- Cody Flyer Part 4
- Lockheed S-3B Viking

Product Lines: Inside Roden's Plant

Vol 14 Iss 11 NOVEMBER 2008 £3.95

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AIRFIX

NEW GIFT SETS FROM AIRFIX

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Now is the Time for all Good Men...

EDITORIAL

...to come to the aid of the party. As more and more readers become involved with the editorial content of this magazine, either as contributors, reviewers, manufacturers and traders, or simply as writers of letters commencing 'Sir, imagine my surprise and disappointment...' the editorial team is receiving copy from more and more diverse sources. With Telford looming – an event at which we are able to meet and talk to many people from all parts of the hobby - now seems an opportune moment to bring up a few pointers for contributors.

Traditionally, Editors receive a number of new features, or meet prospective contributors at Scale Model World, and while we welcome all offers of articles and reviews, there are certain standardised formats to which we work, and certain dos and don'ts which affect the overall appearance of the title and are, consequently, set in stone.

Firstly, the main make or break aspect of a feature is the photography. Words we can work with, but poor images can only be salvaged up to a point, so please bear in mind that we need hi-resolution images taken against a plain backdrop - ideally use a curved sheet of pale blue or white card as a background, as this eliminates all horizon lines. Images photographed on wood, stone, Formica or other reflective surfaces, crumpled linen, or with paisley textured furniture in shot will not be considered for publication – unless they are of test shots of the new Trumpeter Skua, or something else enormously newsworthy. Please remember, if you photograph your model on a base, to include some shots of it off the base as well, to allow us some flexibility. Comprehensive photographic guidelines can be supplied if you contact us. If in doubt, look at the kind of images we regularly include and bear in mind we are a professional international market leader, and cannot afford to compromise on the quality of the material we publish.

As regards the written words, the breadth of coverage we try to include each month means we are not running articles regularly over 3000 words, and 2000 is nearer the mark. Please provide clear numbered captions for all your images and don't refer to them by number in the text, as we inevitably edit the amount of pictures we run, and the work involved in changing and removing all the numerical references causes the editorial pulse to race and a strange and stoney grimace to descend upon the editorial brow. Please don't format your articles with different fonts, bullets and indentations, as the Apple Macs in the studio simply turn it all into gobbledygook, and the first task the Editor has to do with any piece he works on is to erase all traces of artistry and turn everything into *Times New Roman, font size 11, justified*. Anything else gives the computers a headache.

Naturally your style is your own, but we do the reserve the right to edit all contributions received at our discretion.

Ninety nine percent of the material we receive now comes via email, or is supplied on CDs. We don't rule out the written word, but bear in mind anything that comes in as a hard copy takes twenty times longer to deal with, and the lazy hacks at the office are apt to put it to the bottom of the pile. What is particularly depressing is a long tract of words on a printed page with an accompanying email address. If you have email, please use it, as it saves us a lot of time if we can simply cut and paste rather than laboriously type in your words of wisdom.

Since becoming Editor, it has been my intention to pool a database of contributors, with a view to avoiding situations whereby I am offered three 1/32 Hellcat articles at the same time. This has been difficult, as I only have sketchy details of many contributors, both past and present, so anyone reading this who either is, has been, or would like to be a contributor to *Scale Aviation Modeller International*, please drop me a line at the editorial address and let me have an updated email/phone number/address. I have a system with the review team whereby I am able to email out lists of available kits, or items requiring immediate attention to the group as a whole. I would like to put something similar in place with feature writers, the better to get that 1/32 Skua built quickly when it finally sees the light of day.

So drop me a line – or better still, come to Telford and say hello at the SAM stand, and we can discuss the matter in person.

See you there. ■

Gary Hatcher
Editor, Scale Aviation Modeller

This is the sort of image we are looking for – sharp, well lit, and with no distracting lines cutting the model in two

This, on the other hand, will clearly not do

for

great

value models

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40 Years On

One of the biggest monthly tasks confronting the editorial team is gathering news and collating this section of the magazine, and this is achieved through a wide variety of contacts, sources, and informants. One of our first ports of call is the website of IPMS Philippines 'Bert Anido,' who besides being one of the longest surviving model clubs, are also one of the best informed. It seems appropriate, then, to take an opportunity to offer them congratulations on the occasion of their fortieth anniversary, which is to be celebrated this coming November 24th-29th at their 6th National Modelling Competition in Mandaluyong City.

The club was founded in June 1968 by Alberto 'Bert' Anido. Bert was an executive in one of the top companies in the Philippines and a reservist in the Philippine Air Force. He was also a member of both IPMS UK and IPMS USA and served as the first president of IPMS Philippines. Bert passed away in May of 2003, and to commemorate the great contribution he had made to the modelling community in the Philippines, the IPMS chapter renamed itself – in the club's own words 'in honor of the man who started it all, who inspired us to be creative and to be innovative, who shared with us his knowledge in building and collecting scale models but most especially for being such a great friend and mentor to all of us.'

We are truly sorry we can't attend what looks set to be a key event in the modelling year, but we hope the show is as big a success as in former years, and we are sure the club can look forward to the next forty years with confidence. ■

Second Spit

PACIFIC COAST

PAC are pleased to announce their next new 1/32 injection moulded kit. The next release, a Fiat G.55 serie 1 (#32007/US$64.95) should be available in late October. There are five aircraft to chose from on the decal sheet and the kit will include colour painting instructions and a photo-etch set from Eduard.

Also now out is the second edition of the 1/32 Spitfire – the Spitfire Mk IXe (#32006/US$59.95). ■

Mescalero

MINICRAFT

Looking very nice from Minicraft is their 1/48 Cessna 172 Flight Trainer, the T-41 Mescalero (#11646/£17.99. This represents the military trainer version of the Cessna 172. Minicraft's kit offers a choice of marking for a USAF T-41A used as a flight trainer for cadets at the Academy in Colorado Springs, and as an Army artillery spotter and light transport. ■

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw

October 2008

Mr Bryant, USA – Software

Mr Pierce, UK – Software

Mr Donker, Netherlands – Software

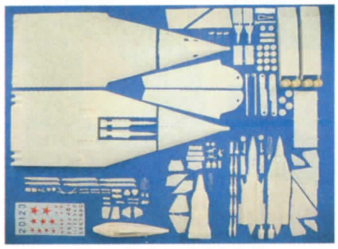
Entry to the monthly prize draw is FREE to all subscribers.

Super Sotka

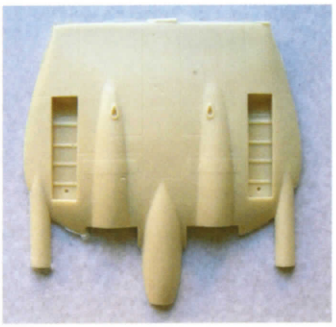
ANIGRAND

Typically, Anigrand have found something offbeat to release this month. Latest in the 1/144 range is the elegant Sukhoi T-4MS (#4020/£58.70).

In 1967, the USAF launched the B-1 Lancer programme, prompting the USSR to maintain the strategic balance with a



parallel development. Three design bureaus competed, offering the Myasishchev M-18, Sukhoi T-4MS and Tupolev Tu-160. The Sukhoi T-4MS was based on an earlier T-4 *Sotka* supersonic bomber, and was codenamed S-200, as its take off weight approached 200 tons. In 1972, the three designs were presented to the Ministry of Aviation Industry and the T-4MS was chosen as the winner of the competition. However, the Soviet Air Force felt that Sukhoi would be unable to handle the T-4MS development as the bureau was already involved with so many new fighter projects. Sukhoi was ordered to stop the development and transfer all research efforts to the Tupolev bureau. Tupolev declined the offer and continued the 'Article 160' design, with variable geometry wing, which ultimately became the Tu-160 Blackjack bomber. ■



Pancake Day

PLANET

Not unexpectedly, the latest issue from Planet is neither a bog-standard F-16, nor a Spitfire. It is a 1/48 resin XF5U-1 Flying Pancake (#216/£TBC), and looks as strange in this scale as Tony Gloster's 1/72 ones did a while back in these pages. ■

Hawkeye Soon

HASEGAWA

That long-awaited E-2C (#01561/£TBC) Hawkeye has made it into Hasegawa's pending pile, and will feature decals for two US Navy options covering VAW-117 and VAW-125. The 1/48 'crossover' vehicles range will be supplemented by

a Type 97 Sidecar and *Kurogane* 4WD (#36502/£TBC). The sidecar can be equipped with either machine gun or canopy parts, and crew figures are included. Optional parts for a post-war police motorcycle are included as a bonus.

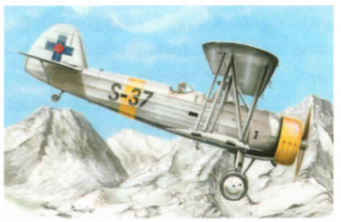
This month's releases – including that beautiful Liberator assembly ship – are as follows:

- 00920 1/72 Junkers Ju88D-1
- 00930 1/72 Tornado GR.4 14 Squadron anniversary scheme
- 00932 1/72 B-24D Liberator Formating Monitor
- 00931 1/72 F-14D Tomcat VF-31 Tomcatters Last Tomcat
- 00928 1/72 Fw 190A-8 JG300
- 00936 1/72 AV-8B Harrier II Plus VMA-513 & VMA-214 combo (includes two kits per box)
- 08189 1/32 Ju 87D-5 Winter Camouflage
- 09828 1/48 Mitsubishi A6M3 Zero Type 32 204th Flying Group'
- 09829 1/48 F/A-18C Hornet VFA-97 Warhawks
- 09830 1/48 A-7D Corsair II 3rd tactical Fighter Squadron
- 09831 1/48 British Phantom FG.1 Ark Royal ■

Udet You Talk To?

RS MODELS

More quality kits from the Czech Republic – but not a Zlin in sight! RS have some new kits on the way in the shape of a Curtiss Hawk II on Floats (#92048/£TBA), a Curtiss Hawk II-E with Udet's markings (#92046/£TBA) and a Praga E-241 (#92045/£TBA). RS



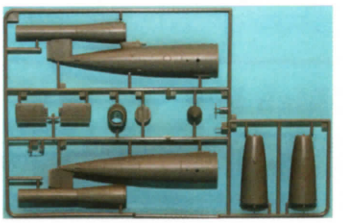
kits are typically sharply tooled injection moulded kits with etched parts, and these Hawks in particular will be worth looking out for. ■

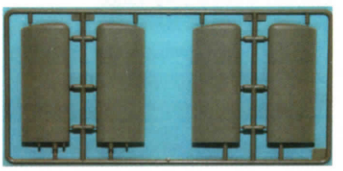
Schleppertime

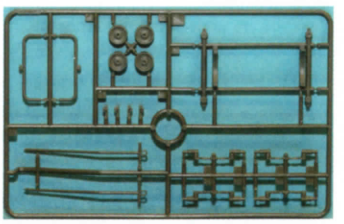
BRONCO

While we have all been running round in circles getting excited over their *Land-Wasser-Schleppers* (go on – you know you have), Bronco have released a nice concise little kit in 1/35 of the V1 Flying Bomb.

The nature of the beast suggests it will be a simple kit, and the three sprues feature the modest amount of parts required to assemble the bomb, as well as a small dolly upon which to display it. Decals are included to cover maintenance stencilling and handling instructions for groundcrew dealing with fuelling and mounting the machine on its launch ramp. Presumably someone, somewhere, will have kitted this latter piece of kit in 1/35 – in which case it will be enormous - but if that is not to your taste then what are available are a couple of resin and whitemetal kits of







Luftwaffe tractors. Check out the Scalelink website for Hanomag SS20 Light Tractor (#LSAA3508) and Hanomag R40 Luftwaffe Tractor (#LSAA3513), and someone get me one for Christmas. ■

'The strongest link...'

HobbyLink JAPAN

This month sees the eleventh of the new-look *Modellers Profiles* in association with HobbyLink Japan. This month's profile is devoted to the Canberra.

The *Modellers Profile* is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.

HobbyLink Japan

At a Glance

NEW IN NOVEMBER

Now you see it... all of a sudden the Italeri Hawk was among us, and just in time for Telford too, which means that we can buy the kit, rummage through it over coffee and a bun, and then trawl round the halls again looking for those essential updates. Not that many will be out so soon, but no doubt a couple of ejection seats and that Xtradecal sheet will be high on many shopping lists. Then there will – we hope – be Eduard's masks and coloured etch to follow... just in time for Christmas! Also out from Italeri is a 1/48 Dauntless, and we are going to nominate the Group Editor to devour our hats again if this isn't the Accurate Miniatures tooling. The first of the HobbyBoss Avengers has landed too, as well as the usual mass of fascinating releases. It's been a good month for kits and, as usual, a good month for modelling.

A Model	#14411	1/144	Avro Lancaster B Mk I/III	£17.99
A Model	#14427	1/144	Avro Lancaster 10MR RCAF Rescue CX 104	£17.99
Airfix	#04005	1/72	B-25H/J Mitchell	£9.99
Airfix	#04033	1/72	Boston III	£9.99
Airfix	#08005	1/72	Boeing B-17G Flying Fortress	£19.99
AML	#72040	1/72	Lavochkin La-5FN	£19.99
Anigrand Craftswork	#4017	1/144	Douglas C-74 GlobeMaster	£58.70
Anigrand Craftswork	#4018	1/144	Horten Ho XVIII	£44.60
Anigrand Craftswork	#4019	1/144	Kawasaki Ki-91	£51.60
Dragon	#5004	1/72	Arado Ar 234C-3	£14.99
Dragon	#5521	1/48	Junkers Ju 88GI/G10	£36.50

Eduard	#1138	1/48	Westland Lysander Mk III	£30.85
Eduard	#8196	1/48	SPAD XIII Late	£17.99
FE Resin	#14446	1/144	Heinkel He 219A-5 UHU	£12.99
FE Resin	#14481	1/144	Sikorsky H-19 Chickasaw	£14.99
FE Resin	#14482	1/144	Junkers Ju 87A-7 Stuka	£13.50
FE Resin	#14485	1/144	Westland Whirlwind	£14.99
Hasegawa	#005	1/72	Kawanishi H8K2 Emily	£19.99
Hasegawa	#00900	1/72	Avro Lancaster Rescue. RCAF, French Navy	£37.99
Hasegawa	#00909	1/72	F/A-18C Hornet 'Chippy Ho' History	£31.99
Hasegawa	#00915	1/72	Brewster B-239 Buffalo Finnish Air Force	£11.49
Hasegawa	#00916	1/72	Messerschmitt Bf 109G-6 Finnish Air Force	£11.49
Hasegawa	#010	1/72	E13A1 Jake with catapult	£8.99
Hasegawa	#011	1/72	E7K1 Alf with catapult	£8.99
Hasegawa	#0735	1/200	Boeing 737-700 ANA	£11.99
Hasegawa	#0736	1/200	Boeing 737-800 JAL	£11.99
Hasegawa	#08185	1/32	Kawasaki Ki-61-I Hien (Tony) 244th Flight Regiment	£31.99
Hasegawa	#09811	1/48	F-16C Fighting Falcon Texas ANG 111FS 90	£22.99
Hasegawa	#09814	1/48	F-14A Tomcat VF-213 Blacklions	£36.99
Hasegawa	#09816	1/48	F/A-18F Super Hornet VFA-154 Black Knights	£40.99
Hasegawa	#09818	1/48	Focke Wulf Fw 190A-4	£22.99
Hasegawa	#09819	1/48	Mitsubishi T-2 Early Version	£23.99
Hasegawa	#09820	1/48	Arado Ar 234B-2/N	£23.99

HobbyBoss	#80262	1/72	MiG-15UTI	£3.99
HobbyBoss	#80263	1/72	MiG-15	£3.99
HobbyBoss	#80264	1/72	Eurofighter 2000A Typhoon	£9.99
HobbyBoss	#80265	1/72	Eurofighter 2000B Typhoon	£9.99
HobbyBoss	#80272	1/72	F-16A Fighting Falcon	£9.99
HobbyBoss	#80273	1/72	F-16B Fighting Falcon	£9.99
HobbyBoss	#80314	1/48	Grumman TBF-1C Avenger	£25.99

HobbyBoss	#80332	1/48	Republic F-105D Thunderchief	£22.99
HobbyBoss	#80334	1/48	MiG-17 Fresco C	£12.99
HobbyBoss	#87202	1/72	A-7B Corsair II	£11.99
HobbyBoss	#87208	1/72	Mil MI-8MT/Mi-17 Hip H	£9.99

NEW IN NOVEMBER

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HobbyBoss	#87212	1/72	A-7K Corsair II	£11.99
HobbyBoss	#87220	1/72	Mil Mi-24 Hind	£9.99
HobbyBoss	#87221	1/72	Mil Mi-8	£9.99

Hobbycraft	#1717	1/32	Hawker Sea Fury 'Desert Fighter' Egypt	£34.99
Hobbycraft	#1718	1/32	Hawker Sea Fury 'NATO Defender' Canada	£34.99
ICM	#48104	1/48	Messerschmitt Bf 109F-4B	£11.50
ICM	#48091	1/48	LaGG-3 Series 1-4	£9.99
Italeri	#2669	1/48	BAe Hawk T Mk 1	£19.99
Italeri	#2673	1/48	Douglas SBD-5 Dauntless	£25.99
Kora	#72109	1/72	Anbo IV M ski version	£42.60
Monogram	#5712	1/72	RB-36H Peacemaker	£43.95

Omega Models	#72314	1/72	Letov S-131	£35.60
Omega Models	#72342	1/72	Brequet XIX.B	£33.99
Omega Models	#72366	1/72	Lacab T7	£32.60
Planet Models	#21548	1/48	Focke Wulf Fw 190C V-15/V-16	£49.25
Revell	#4171	1/72	Focke Wulf Fw 190F-8	£4.99
Revell	#4195	1/72	F-14D Super Tomcat Last Flight	£12.99
Revell	#4199	1/72	Arado Ar 240C-2 Nightfighter	£10.99
Revell	#4234	1/72	Douglas DC-3 Finnair	£9.99
Revell	#4267	1/144	Airbus A320 Lufthansa	£9.99
Sky High	#7210	1/72	Turbo Mentor T-34C	£6.30

Special Hobby	#32017	1/32	Morane Saulnier type N RFC	£26.60
Special Hobby	#32025	1/32	Airacobra Mk I/P-39F in RAF and RAAF Service	£35.60
Special Hobby	#32026	1/32	P-39Q	£39.99
Special Hobby	#48059	1/48	Phonix D.I K.u.K.Kriegsmarine	£19.50
Special Hobby	#48074	1/48	CAC-12 Boomerang early version	£23.15
Special Hobby	#72063	1/72	Blenheim Mk IVF	£15.99
Special Hobby	#72172	1/72	CH-37C Deuce USMC	£26.60
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Sword Models	#72024	1/72	Ki-84 Hayate (Frank)	£13.50

Trumpeter	#01622	1/72	CH-47D Chinook	£15.99
Trumpeter	#02248	1/32	Grumman F8F-2 Bearcat	£39.99
Unimodel	#8410	1/48	Bf 109G-6/R3/R6	£14.99
Xtrakit	#72005	1/72	Gloster Meteor T Mk 7	£11.99

Throw out the Sofa

SANGER

Sanger have some particularly enormous kits in their catalogue, and the range of 1/48 Shackletons is expanding to include further variants, while those modellers regretting the passing of the Aeroclub Vulcan can look forward to a new kit from this source. 1/48 vacform releases due out in due course are:

- Avro Vulcan B.2 (#4870/£33.00)
- Avro Manchester (#4871/£TBC)
- Shackleton MR.1 (#4872/£TBC)
- Shackleton MR.2 (#4873/£TBC)
- Shackleton MR.3 (#4874/£TBC)

Further down the line, and also in 1/48, a vacform B-52 is in progress. This behemoth will include extra parts to allow the X-15 to be carried beneath its wing. Decals will cover five options, all with interesting nose art. This kit will include smaller parts in resin, as well as etched brass – a departure for this manufacturer.

Wingspan is around 46", and length 39". It will be a limited run kit and sell for around £75 – not bad for a kit of this size. Sanger suggest this will be the first of a series of large US bombers and transports, so perhaps that C-5 in quarter scale is not so far away... ■

High Lily

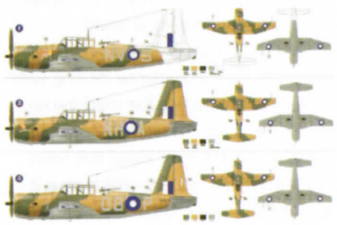
AZ

Remember those tantalising hints dropped about a 1/48 Vultee Vengeance? By all accounts the good fairy has been listening to our entreaties, as AZ have made progress with the project and it may soon become a reality in the shape of an injection moulded kit of the Vultee Vengeance Mk I (#4813/£TBC).

While we understand AZ supremo Peter Muzikant has been busy of late, we also gather that the 1/48 Kawasaki

Ki-48 Lily (#4813/£TBC) has made good progress, and that a pair of very nice looking Zlin 50 variants are also due to emerge in quarter scale, a development that will please those fans of the light and civil no end. The Zlin 50L is also due out in 1/72, as a look at the following list will show.

In the meantime, if you haven't seen the AZ Basic range yet, then take a look at our Previews section, as there is some nice product available. Further additions to the range, all in 1/72, look



to be as follows:

- AZCZ20 Zlin-50L
- AZCZ19 Zlin-Z-143
- AZCZ18 Zlin-Z-43
- AZCZ17 Zlin-526A Acrobat
- AZCZ16 Zlin-326A Acrobat Master
- AZCZ15 Zlin-526F Trener
- AZCZ14 Zlin-326 Trener Master
- AZCZ13 Mráz M-1E Sokol Float

The enthusiasm and thoroughness with which the Czech manufacturers tackle domestic subjects is inspiring, and we look forward to bringing you more news from this very busy source as it arrives. ■

Shuttlebutt

A MODEL

Among the many enormous Russian aircraft that seem to wink into existence from the mysterious Amodel workshops, the next up looks likely to be the BTS-02 Space Shuttle (#02772/£TBC). News researchers would like to find out more about this company, but are constantly stymied by the problems encountered when putting the words 'A Model' into a search engine. Some days absolutely nothing gets done. Anyone

who can help penetrate the cloak of obscurity surrounding the secret A Model factory will be welcome indeed. ■

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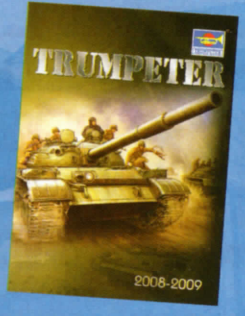
P-47D-30 THUNDERBOLT TM02264



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Three New Tools!

ACCURATE MINIATURES

Following some interesting discussions at the US Nationals, Tom Myers of Accurate Miniatures has filled us in on what has been happening with the company in recent years. Readers, wondering what became of the procession of high profile new toolings that seemed abruptly to cease in favour of re-issues and re-boxings, will be pleased to know the company is set for a major new campaign. In their own words:

'In the nearly six years since the reorganized Accurate Miniatures commenced operations, 2008 is proving to be our best year yet. A number of product lines sold out over the summer months, and sales have exceeded our expectations by being very strong, even while the US economy experiences a slowdown.

Accurate Miniatures has overcome a great deal of adversity and challenge to be where it is today, and has taken a proud name and a fine product to the next level. We have invigorated the brand and poised it to become something it never was before: a practical, profitable company. We have had to think outside the box and become more unconventional in our planning. In the past, Accurate Miniatures was a company specifically for adult modellers. That goal has changed somewhat in the development and issue of kits that can be built by those with entry-level or intermediate skills.

As a whole, the modelling community no longer benefits from young children who build models, and as a result, scale modelling has lost viability with mass merchants and other similar retailers. This equals a significant amount of lost revenue that, in the past, has paid for a large volume of new mould construction. The shrinking marketplace has forced model companies to study every tooling investment carefully, and every new project is fraught with risk.

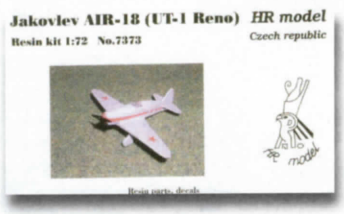
However, model companies of all sizes have a wealth of excellent tooling that may not be in current production. Accurate Miniatures has been working

with these companies to repackage some of these items under the Accurate Miniatures brand, often with improvements or enhancements such as resin details or top-quality decals. This business model has proven very successful, and we will continue to seek out more co-branded ventures with quality European and Asian companies and do our best to provide high-quality kits at fair prices.

The last major project undertaken by Accurate Miniatures, the Vindicator, had its roots in the previous AM incarnation, but getting the kit in the hands of modellers required a major investment and a massive amount of work to complete. Sales of that kit fell below expectations for a number of reasons, including the somewhat obscure nature of the subject, as well as errors in handling the removal of product from the moulds during overseas production. But that expenditure is nearly paid off, and Accurate Miniatures looks toward the future with growing optimism. It is a company founded by modellers and we now look to the next step, as a company for modellers of all ages and skill levels. There are three new-tool projects in the planning stages, and with your continued support, we will soon be able to share those kits with you – new kits that are worthy of the name Accurate Miniatures and the ideals that we at the company strive for every day.'

To sum up then – three new toolings due from Accurate Miniatures! Cast your mind back to when we were all waiting

for the Vindicator and the B-25, and you may regard this as a significant development. No clues yet as to what they might be, but in the short term the company has re-issued their P-51C Mustang(#0012/US$34.99) in a 'Tuskegee Airmen' boxing, with options for aircraft flown by Capt. Andrew 'Jug' Turner, and Lt. Spurgeon Ellington of 100 FS/332 FG. ■



Jak be Nimble

HR MODELS

Of note from this source of late are the 1/72 resin kits of the Jakovlev AIR-18 (UT-1 Reno) (#7373/£18.99) and Jakovlev AIR-20 (UT-2 Reno) (#7374/£18.99). ■

Big Hawks and Little Hawks

OZMODS

It's a good month for Hawks, thanks to Italeri whose new tool in 1/48 is in the shops by now. Ozmods, purveyors of limited run Canberras, Shooting Stars and others in 1/144, have sent news of their latest 1/144 injected release – the BAe Hawk we were promised a year or

so ago! The kit comes with RAF and Swiss Air Force markings, a vacform canopy, and looks like a nice little model. Thanks to Bruce Scott for the images of the finished kit.

UK importer is Freightdog, and the kits were on the boat en route at time of writing. ■

Hit the Deck

SWEET

Sweet currently carry some of the best 1/144 kits available, and the most recent addition to the range has been a A6M3 Model 32 Zero (Hamp) – the one with the clipped wings

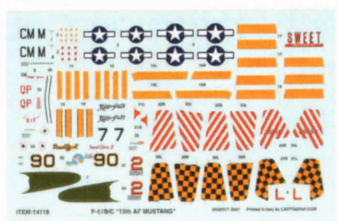
(#14121/US$16.00). The box, as usual, contains two complete kits and an extensive decal sheet covering six aircraft. The kit includes a separate engine part, landing gear structure, drop tanks and Type 3 'Air to Air' bombs.

For those collecting Sweet's exquisite little toolings, what better way to display them than with the new Japanese Navy Aircraft Carrier Flight Deck Set (#14119/US$16.00). This includes a rear elevator section in four parts, and four extension pieces, which interlock to form a base 7" x 12" – plenty big enough in 1/144 to display a number of models! The lift is separate, and can either be positioned at deck level or in the lowered position. The surface depicts the lengthwise planked wooden deck, typical of the IJN, with the steel lift. Decals are provided for flight deck markings.

Of course you may have opted to build up a collection of Sweet's splendid little Mustangs instead – of which several sets are now available, including some recent Mediterranean Theatre options. In this case a carrier deck will be of no use, but pierced steel planking might (#14120/US$16.00). Sweet's 1/144 US PSP set comes with eight parts moulded in tan coloured plastic. The surface depicts the distinguishing pattern of PSP mat in very fine detail, and the

pieces interlock to make up a base 7"x 5". Sweet also have a set of 32 oil drums in 1/144, and the entire range can not only be fitted onto a pinhead, but can also be obtained very easily, and cheaply, via HobbyLink Japan.

Beautiful! Now, if only someone would make some canopy masks. ■



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Holding Horses

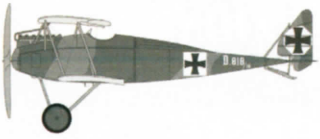
FREIGHTDOG

Further to last month's news on the purchase of Pegasus/Blue Max/Silver Cloud from founder Chris Gannon by Freightdog Models, Colin at Freightdog

has updated us on some of his plans.

Those of us in our mid-thirties onward may remember the origins of Pegasus Models. Back in 1982 there was no such thing as a Czech model industry outside of Czechoslovakia, short run injection moulded kits had only previously been attempted by the likes of Veeday and Reyhex, later joined by Merlin Models and Aeroclub. The first Pegasus release, a primitive 1/72 Harrier T.2 conversion, was an instant success (and the only conversion set they ever produced), selling over a thousand units. After that Chris firmly established himself with a string of esoteric subjects that at the time no major manufacturer would consider, including the Spitfire Mk 22, Martin Baker MB.5, Sopwith Snipe, Fairey Fox and Supermarine Spiteful, to name but a few. Over time, with improved technology and making use of light alloy moulds, along with the introduction of white metal (and later pewter) detail parts, few other cottage manufacturer could match them.

Later Chris turned his hand to 1/48 with the introduction of the Blue Max



Productions range, focusing exclusively on WWI subject matter long before the likes of Eduard and Roden. The Blue Max range, targeting the collector as well as model builder, was produced to a strict limited run of 1,500 kits, and often sold out quickly. This was followed by the Silver Cloud range, aimed at late WWII subjects in 1/48 with similar success. We should also mention their line of screen printed decals for WWI

subjects, which included extensively researched lozenge decals, still thought by many modellers to be the most accurate available, even today.

Having started the company at the age of nineteen, twenty-six years on changes in Chris' life meant that he was unable to give his company the time he

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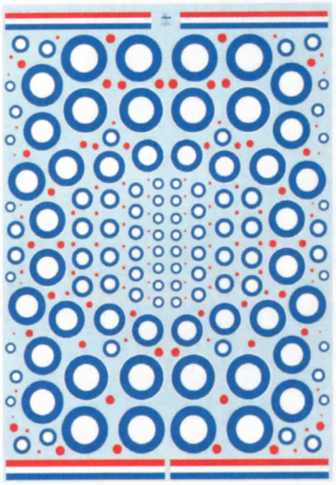
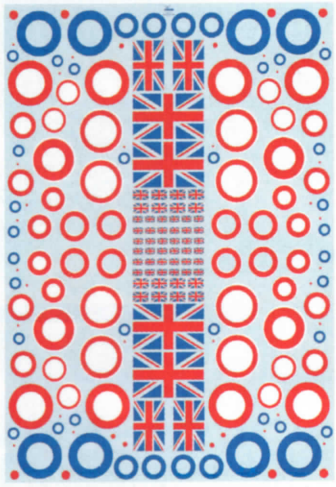
1·48
LIMITED RUN INJECTION MOULDED PLASTIC AND PEWTER DETAIL CASTINGS KIT. CONTAINS NATIONAL MARKINGS FOR TWO VERSIONS
BLUE MAX
HALBERSTADT CI.II

felt it needed, and after several years of inactivity he decided it was time to move on and pass the brand to someone willing to take the ranges forward.

With Freightdog Models' acquisition announced last month came all remaining stock, masters and decal artwork, along with a superb unreleased Blue Max kit of the Macchi M.5 that will now be available early in 2009. Freightdog plan to re-release the popular range of WWI decals to complement their own range, with the first three sheets for RFC and RNAS subjects hopefully making SMW in November. In the short term they also plan to release





several classic Pegasus kits under the new brand name of Pegasus Resins, making use of remastered parts and new decal options, while also including Freightdog's own unreleased project plane kit of the Hawker P1154 and Avro 720 early next year, under the new label. New injection moulded releases will hopefully commence in 2009, and we look forward to seeing what the new brand has to offer.

Also worth a mention is the Ozmods 1/144 Hawk (see elsewhere) that Freightdog are importing, so make sure you pick one up at SMW on your way to get your C-5 Galaxy decals. ■

Berlin Yorks

CMR

CMR have notified us of some coming releases, and the following should be available by the time this report hits the newsstands:

- Piper L-18C Cub/Piper PA-18C-PI (#173/£28.20)
- Bristol M1.C (#187/£23.60)
- Bell L-39-1 Early Configuration (#5028/£17.99)
- Bell P-63D-1 Kingcobra (#5029/£17.99)

CMR also have a 'universal' conversion for the Avro York, and this is an adaptation of the previous release, which was designed to fit the

(#5136/£49.99). Stocks of the original set, designed for the Airfix kit only, are now subject to a 'limited availability' sale price, via CMR's website.

The ongoing programme of upgrading older, out of production, kits has continued, but there is a promise

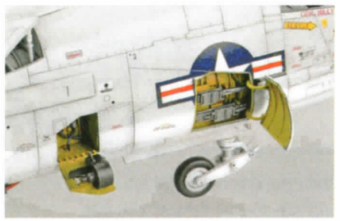
of some exciting new toolings in the pipeline, with both the D.H.9 and the Jet Provost listed as 'October 2008,' and the Bristol Sycamore still to come. ■

Airfix kit. Now there are so many excellent Lancaster kits knocking around the set has been retooled to fit all. Two sets are available, one featuring decals for the Berlin Airlift ((#195/£49.99) and one with decals for RAF, RAAF and Dan Air

Getting Bigger!

TRUMPETER

Lots of pictures from Trumpeter this issue. Not so many words, and to those readers who are wary of the long lists of promises we love to print in these pages, the site of some boxart can only be a reassurance.



Firstly, the 1/32 F-8E Crusader is now so far out it can't possibly avoid being on sale within the next month (#02272/US$150.00). Hot on its heels is the English Electric (BAC) Lightning F.1A/F.3 (#02280/US$180.00), also in 1/32, and this is also present on the website in hard plastic.

More ethereal on the website, listed as a 1/32 kit, is the DC-3 Skytrain Transport Aircraft (#02829/£TBC), which initially had us simply squirming with excitement, but as the wingspan is the same as the 1/48 C-47, it is presumably a mistake, and is actually a 1/48 kit. No doubt by the time you read this the amusing error will have been corrected, but not before a few large-scale hearts have missed a beat or two...

New 1/72 Lightning

Another eagerly awaited Lightning kit is the first new injection moulded tool in 1/72 for about a million years. Guaranteed a warm reception, the first issue is the Lightning F.2A/F.6 (#01654/£16.99). The kit comprises 88 pieces and features decals for two aircraft.

Now is the time to dig out those Modeldecal sheets we've all been saving, although those of us deciding we can't bear to cut them up, as they are works of such exquisite beauty, will have to get on to Hannants and see if we can pick up a spare. There are still half a dozen sets listed as available on their website that feature the Lightning – although the one with the lo-viz jobs is all gone (Set 65 wasn't it?). They are only £3.80 each as well, which is a steal for what you get! Quick...

1/144 Badger

Trumpeter have added another 1/144 Cold Warrior to their range of large Russian types, and another blow has been struck for Scaling Down. Latest up is the Tu-16K-26 Badger-G (#03907/£18.99), a particularly handsome machine, kitted in 87 pieces, and occupying less than one square foot of shelf space in this scale. Decals cover USSR and PLAAF. ■

Resin Anbo

KORA

The latest new release from Kora in 1/72 is a resin kit of the Anbo IVL (#72107/£42.60), a Lithuanian bomber and light reconnaissance type. ■

580 MODELLERS

The Group Editor will no doubt be pleased to see that this JV44 Fw 190D-9 collected gold for aircraft in the 1/48 or larger category

Showtime with 580 Modellers

Looking to exhibit, but don't belong to a club? – Call 580!

Sutton Coldfield 21st September 2008

Well, what a 'modelshowtastic' weekend, with shows at Folkestone, Farnborough, Sutton Coldfield and of course E-day in Prague! 580 Modellers chose to exhibit at Sutton Coldfield having been invited to do so by Matt Johnson while chatting to him on the adjacent table at the Hinckley show earlier this year; the town hall venue is a cut above most and I also had my first competition success here so considerable allegiance is owed!

A quick blast down the M6 in the silver beast and we were there - and showing our green credentials with exhibitors, stand and models all carefully packed into one car. Unloaded and set up with 40 minutes to spare ensured there was time for a mooch before the marauding hordes burst in.

Most of the usual traders were present, although not necessarily manned by familiar faces, indicating they also had a presence at one of the other shows that day. The lack of a bookseller of any kind was noticeable; just one would have seen good trade.

Credit to the Sutton Coldfield Model Makers Society is due, as they put on an excellent show, ensured there was something on every table, accommodated every club's need, ran the event very smoothly and ended with an exemplary awards ceremony. 580 Modellers will certainly be back next year, our allegiance strengthened by the fact we scooped the Maurice Brown trophy for best club stand. In truth we nearly missed it as we had no forewarning so were busy packing away when it was announced!

Our newest member, Rob Cookson (who also gained a commended in the very first competition he has entered), was duly despatched to collect it, although for one of our founder members, who was unfortunately attending another show, collecting this trophy is nothing new! We are all highly delighted as we only came into being some eight months ago and have worked hard to develop and improve the presentation of our models. ■

Geoff Cooper-Smith, 580 Modellers
You can contact 580 Modellers on
580Modellers@googlemail.com or 07825 704996

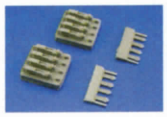
Coventry and Warwickshire IPMS had an excellent display of 1/24 aircraft. This Bolton Paul Defiant Mk I was scratchbuilt, based on factory plans by Mark Watkins

Eds Up

EDUARD

Eduard report the Eday event to have been a huge success, and given the speed with which we completely sold out of everything we brought, SAMI can report it a success too – see our report elsewhere. Now in its eighth year, the event is growing steadily, and many thanks are due to Eduard for persevering with the show in these uncertain times.

On to the kits then! October will see the arrival of the Royal Hellcats boxing, and a very warm welcome it will receive too! This sixth release in the Royal series will include two complete kits covering both the F6F-3 and F6F-5, alternative resin parts for the F6F-3N and F6F-5N



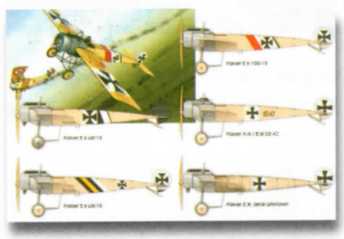
night fighters, including a resin radar, two sets of resin engines, two sets of resin wheels, resin machine guns, the traditional mass of photoetched sets and a bonus 1/1 scale check-list placard replica.

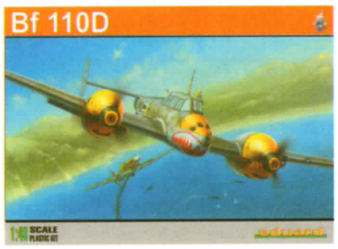
Nine marking options are included, giving two night fighters, two F6F-5K post war Hellcats, one French Navy F6F-5, with the rest being a mix of US NAVY WWII dash 3s and 5s.

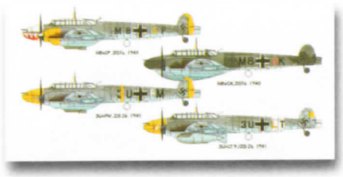
Also due in October is the D.H.2 in the Weekend Edition series. Looking a little further ahead, the 1/48 Bf 110D is planned for November, along with Weekend Editions of the Albatros D.III and Lavochkin La-7. December will see a brand new Fokker E.II/E.III Eindecker.

Eduard released an Eindecker initially some fifteen years ago. The new kit is a redesign and new tool in the current Eduard style. The Roland C.II will be also re-released in December.

Another highly interesting item being readied for December is the Spitfire Mk Vc in the Limited Edition series. This tool is being acquired from MPM, but will be released with a different wing







than the original MPM kit and will include special Eduard bonuses.

After the New Year, we will have the Fokker D.VII in the colourful Sieben Schwaben markings, along with a new F6F-5 Hellcat, before – finally – in February, we can look forward to the first Bf 109 in 1/32, the Bf 109E-1.

Eduard anticipate a release of the Lightning Mk 1/2 in 1/48 as a Limited Edition in the first quarter of 2009, and this will be the Airfix tooling, no doubt full of Czech goodies! ■

Handley Pages

VALOM

Valom's injection moulded Hampdens are now out, and two kits have been issued, along with an Albemarle, all in 1/72. The P-5 features decals for aircraft in both Russian and Swedish service.

- Handley Page Hampden B.I (#72033/£27.50)
- Armstrong Whitworth Albemarle B.I/ST.1 (#72034/£32.25)

- Handley Page Hampden P-5 (#72045/£27.50) ■

Black Snake

SPECIAL HOBBY

New kits from Special Hobby this month will include the latest 1/32 Airacobra, the P-39Q (#32026/£TBC). This will be presented as a Hi-Tech kit, enhanced with a highly detailed resin interior with colour photo-etched parts. Options cover 46th FS Airacobras used for night fighter missions, including an all-black machine that was

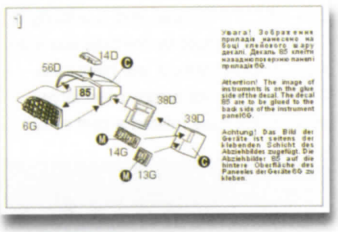
re-assembled from parts of two aircraft, and sports non-standard markings.

The CH-37 Mojave kit is now released as a USMC version (#72172/£TBC), including markings for three machines and parts to produce the different boarding doors and equipment, while another 1/32 release will see the Morane-Saulnier Type N in RFC service (#32017/£TBC). ■

Back to Back

RODEN

Roden have posted a couple of notes on their website that are worth bringing to the attention of any modellers building the new Mohawk kit. Firstly, modellers are advised that the image of the instrument panel is on the 'glue' side of



the decal, and is designed to go on the back of the panel (part 6G). Secondly, part 4F, in assembly section 7, is not to be used.

Thanks to Roden for the helpful hints. ■

Big Duck

RVHP

If you thought RVHP released a seemingly endless range of ELINTS aircraft, with different aerial arrays and configurations you would be correct. What they also have now, is the first of their HU-16 Albatross kits, in the shape of the Grumman HU-16B Albatross (#48038/£188.40). This is a massive 1/48 resin kit, including metal landing gear, vacform canopy, and markings for two options. The kit was on display at Eday, and features some very nice casting, with hollow fuselage and wings, a blessing as this otherwise would have been a very heavy kit.

Further variants are due, including the SA-16A Albatross early version (#48035/£188.40), the SA-16A Albatross (#48036/£188.40) and the HU-16B/C (#48036/£188.40).

Also in 1/48 RVHP have a LET C-

GRUMMAN HU-16B ALBATROSS
DECALS FOR TWO USAF VERSIONS – COLOURFUL FROM 354th TFW AND CAMOUFLAGED SAR FROM DA NANG, VIETNAM WAR
RVHP
POLYURETHANE RESIN KIT WITH CLEAR RESIN FUSELAGE WINDOWS AND WHITE METAL UNDERCARRIAGE PARTS
KIT NO 48038
MADE IN CZECH REPUBLIC
SCALE 1/48

11/JAK-11 (#48044/£TBC), while the 1/72 programme continues as follows:

- Embraer ERJ-145 LR. Alitalia (#2217/£112.99)
- Embraer ERJ-145 LU. United Express (#2220/£112.99)
- Embraer R-99A. Brazil and Mexico (#7154/£112.99)
- Embraer R-99B. Brazil (#7155/£112.99)
- Embraer R-99A. NATO (#7156/£112.99)
- Embraer R-99A. Mexico (#7157/£112.99) ■

Hs 129B-2

Scale: 1/32	Kit No: N/A
Price: US$130.00	Type: Resin
Decal Options: 4	
Manufacturer: Jerry Rutman	

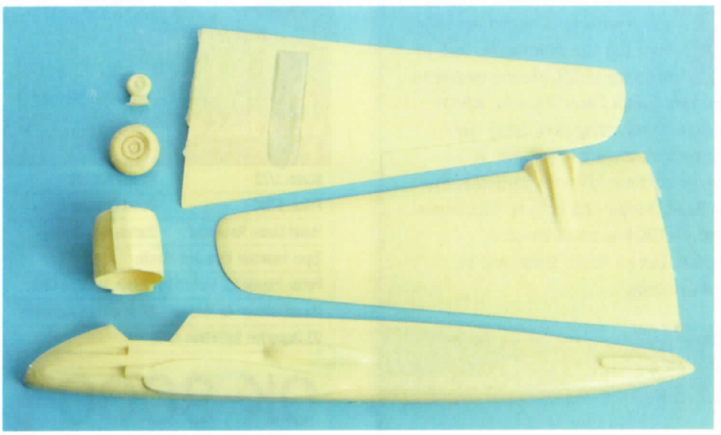
FIRST LOOK

The First Warthog

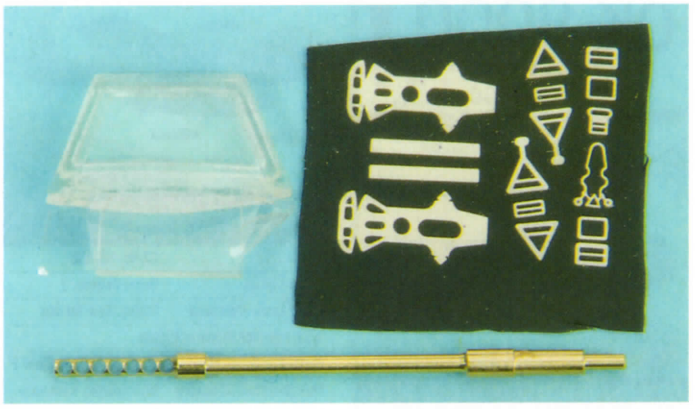
1/32 Resin Hs 129B-2 from Jerry Rutman

JERRY RUTMAN 1/32

BY **DAVID FRANCIS**



What aircraft is this? Twin engined, pilot sits in an armoured bath tub, designed for ground attack and stopping large formations of tanks with a large cannon as primary weapon. Now most people would think I was describing the USAF's A-10 Warthog, but in fact all of the above also applied to the Henschel HS129. This dedicated ground attack aircraft served with the Luftwaffe from 1942 till late 1944 primarily on the Eastern Front but examples also served in North Africa.



In the smaller scales there have been state of the art kits from Hasegawa (1/48) and Italeri (1/72) but no one has produced a kit in 1/32 until now.

Jerry Rutman has been producing and marketing resin kits and accessories for a long time but they are rarely seen on this side of the pond. He produced a whole series of P-47s and Fw-190s before the mainstream manufacturers took an interest and if you want a P-47N or the long wing TA-152H his kits are the only game in town.

Now he has turned his attention to the Hs-129 with two complete kits - the B-2 we have received and a B-3 with its massive 75mm cannon.

On opening the box you are treated to a massive collection of resin. The large parts feature fine engraved detail and the smaller parts, like the instrument panel and cockpit tub, also have enough moulded detail for most modellers. On the downside some detail on the smaller parts is a bit soft, most obviously on the engines pistons. Clean up should be fairly easy as there are no large casting blocks, just a small amount of flash which is easily removed with a sharp knife. The canopy is supplied in two parts, a vacform centre section and a resin windshield, which is as thick as the original armour glass.

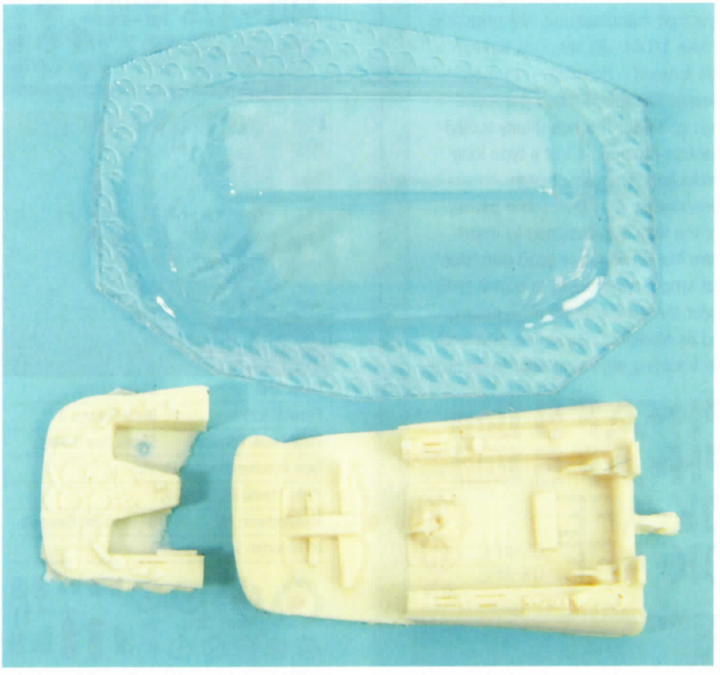
A small sheet of etched brass supplies buckles and rudder pedals, and an unusual feature of this is that the parts are located on a piece of self adhesive card and do not have a fret. Metal parts are supplied for the undercarriage legs as well as metal tubing for the exhausts and machine gun barrels.

Also included is a superb metal 3mm gun barrel for the under fuselage cannon that has an amazing looking muzzle brake, and has been produced by Schatton Modellbau of Germany, and a decal sheet, which features four marking options, two in desert schemes, one in a classic splinter scheme and the fourth with a winter white wash finish over the splinter scheme. The decal sheet also includes all the airframe stencils and national insignia including the swastikas.

This kit is not designed for the novice but an experienced modeller can add an interesting type to their large scale model collection. A full build of this kit will feature in a future issue of your favourite magazine.

The full Jerry Rutman range including his complete kits and super-detail sets can be viewed and ordered online at http://www.jrutman.com/ and we thank him for supplying the review sample.

SAMI



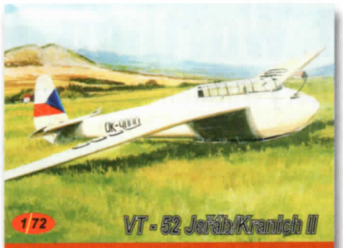
This month we are able to bring you a number of brand new kits from the Czech Republic well in advance of UK release thanks to Associate Editor David Francis, whose luggage on returning from Eday was bulging with Zlins and Blaniks. A number of these kits – in particular the AZ 'Basic' range - do not yet have prices listed on UK Importer Hannants' website, but no doubt these will be issued shortly.

Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

Avia/Fokker F.VIIb 3m

Scale: 1/144	Kit No: 14401
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 27, Etched 36, Resin 3, Clear Film 3	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

Now that manufacturers are beginning to take 1/144 kits seriously we can look forward – hopefully – to more releases like this. Etched parts and resin go to finish a beautifully tooled injection-moulded kit of a type long overlooked. The film cockpit transparency may give some pause, but the way it is designed to insert looks like it will allow good purchase and ample opportunity to trim it to fit under the wing overlap if necessary, and its clarity will allow the nice one-piece folding etched interior to be seen.

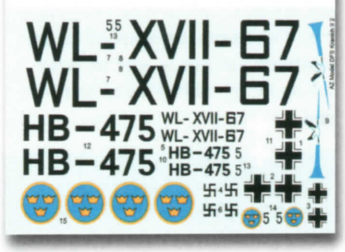


VT-52 Jerab/Kranich II

Scale: 1/72	Kit No: AZCZ08
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 15, Etched 18, Resin, Vacform Clear	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

DFS Kranich II

Scale: 1/72	Kit No: AZCZ07
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 15, Etched 18, Resin, Vacform Clear	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



Macchi M.5

Scale: 1/48	Kit No: 48001
Price: £26.20	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 60, Resin 15,	
Manufacturer: Fly	UK Importer: Hannants
US Importer: Squadron MMD	

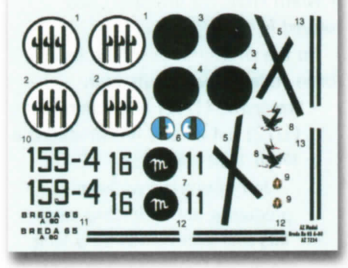
Zlin Z-XII 'Closed Canopy'

Scale: 1/72	Kit No: 92041
Price: £11.60	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 29, Etched 8, Resin 3, Clear 1	
Manufacturer: RS Models	UK Importer: Hannants
US Importer: Squadron MMD	

Three new kits covering variants of the Zlin Z-XII have arrived. Basically similar, they feature injected canopies, resin, etch, and colourful options for both civil and military aircraft from the early forties. They are all very nicely produced, with excellent decal sheets.

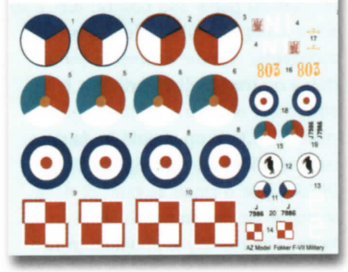
Breda Ba 65 A80

Scale: 1/72	Kit No: AZ7255
Price: £16.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 26, Etched 21, Resin 6, Vacform Clear 2	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



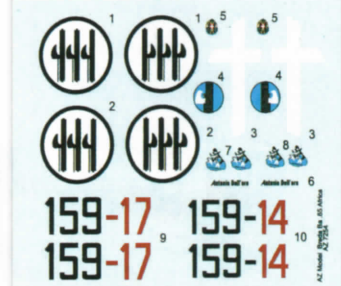
Avia/Fokker F.VIIb 3m 'Military'

Scale: 1/144	Kit No: 14402
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 27, Etched 36, Resin 3, Clear Film 3	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



Breda Ba 65 A80 'In Africa'

Scale: 1/72	Kit No: AZ7255
Price: £16.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 26, Etched 21, Resin 6, Vacform Clear 2	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



Fokker Ro.10

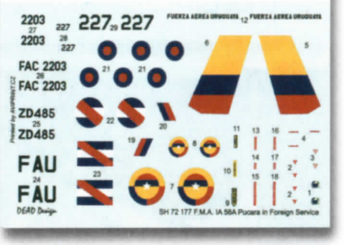
Scale: 1/144	Kit No: 14404
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 27, Etched 36, Resin 3, Clear Film 3	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

Zlin Z-526 F Trener

Scale: 1/72	Kit No: AZCZ15
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 18, Etched 16, Resin 8, Vacform Clear 2	
Manufacturer: AZ Models	
UK Importer: Hannants	
US Importer: Squadron MMD	

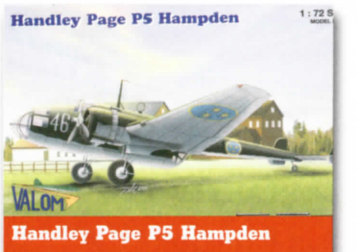
IA-58A Pucara

Scale: 1/72	Kit No: 72177
Price: £14.85	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 73, Etched 61, Resin 8, Clear 1	
Manufacturer: Special Hobby	
UK Importer: Hannants	
US Importer: Squadron MMD	



Mraz M-1D Sokol

Scale: 1/72	Kit No: AZCZ12
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic, Etched, Resin, Vacform Clear	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



Handley Page P5 Hampden

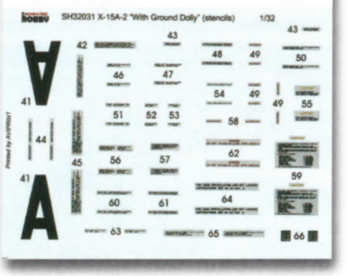
Scale: 1/72	Kit No: 72045
Price: £27.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 88, Etched 21, Clear 13	
Manufacturer: Valom	UK Importer: Hannants
US Importer: Squadron MMD	

Zlin Z-XII 'Open Canopy'

Scale: 1/72	Kit No: 92039
Price: £11.60	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 29, Etched 8, Resin 7, Clear 1	
Manufacturer: RS Models	UK Importer: Hannants
US Importer: Squadron MMD	

X-15A-2 'with Ground Dolly'

Scale: 1/32	Kit No: 32031
Price: £36.30	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 86, Etched 58, Resin 134, Clear 1	
Manufacturer: Special Hobby	UK Importer: Hannants
US Importer: Squadron MMD	



Zlin Z-326 Trener Master

Scale: 1/72	Kit No: AZCZ14
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 18, Etched 16, Resin 8, Vacform Clear 2	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

Mraz M-1C Sokol

Scale: 1/72	Kit No: AZCZ11
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic, Etched, Resin, Vacform Clear	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

Zlin Z-242L (Military Operators)

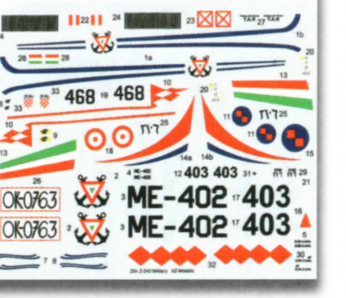
Scale: 1/72	Kit No: AZCZ10
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 29, Etched 34, Resin 3, Vacform Clear 2	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

This is one of the first kits we have seen from AZ's 'Basic' range, and if ever there was a misnomer, this is it. Apart from a slightly smaller box, the contents are very generous for a kit of this size and type, with a lovely etched panel and belts, and some nice resin parts for the nose and landing gear. It's a surprisingly busy package, and while we have no UK price yet, the Euro price suggests it will be very good value indeed.

Of course the question modellers will be asking is 'why would I want a Zlin – 242L?' Here are some reasons:

The machine has seen very widespread use both as a light civil aircraft and a military trainer. It would sit very nicely next to the SA Bulldog in any collection of trainers – in fact put it in RAF markings and you couldn't pick it out of a line up. This kit has decals for Mexico, Peru, Croatia and Yemen, and it was used by other former Eastern Bloc countries, so will fill a neat little corner in many collections of Cold War aircraft. As for the kit – imagine if Airfix's Chipmunk had this kind of interior detail and a vacform canopy! What a little gem that would build into...

Look out for these kits, as they really do have something for everybody, and with this new 'basic' approach AZ are bringing the mixed-media experience down in price. If at first glance they seem obscure look closer – some of the Zlins include options for US and UK registered civil aircraft, a niche that has been largely ignored for decades. Now, at last you can provide some company for that Minicraft Cessna. Give it a go.

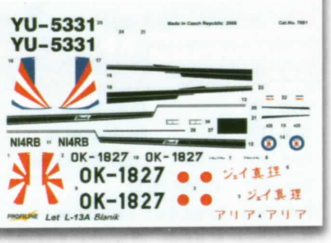


Let L-13A Blanik

Let L-13A Blanik

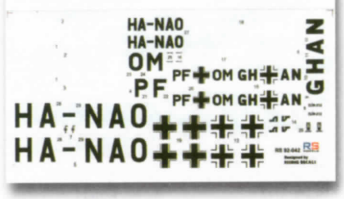
Scale: 1/72	Kit No: 7001
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 23 Clear 1	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

A new name from the Czech stable, Profiline kick off with some neat Blaniks. Kits are injected, with injected canopy and nice decals – including an Air Training Corps option with this issue.



Zlin Z-212

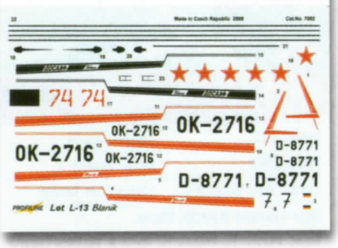
Scale: 1/72	Kit No: 92042
Price: £11.60	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 29, Etched 8, Resin 3, Clear 1	
Manufacturer: RS Models	UK Importer: Hannants
US Importer: Squadron MMD	



Let L-13 Blanik

Let L-13 Blanik

Scale: 1/72	Kit No: 7002
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 23 Clear 1	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



Focke Wulf Fw 190A-8 'Josef 'Pips' Priller on D-Day'

Scale: 1/48	Kit No:0402
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 175, Clear 12	
Manufacturer: Accurate Miniatures	
UK Importer: Creative Models	

This is the Eduard kit, minus etch, with an impressive set of decals including an option for the machine Priller flew over the D-Day beaches. This will always be an excellent kit, whoever releases it, and with the quality decals included it's certainly worth a look if you haven't sampled this tool yet.

SPAD XIII

Scale: 1/48	Kit No: 8196
Price: £17.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 84, Etched 30, Clear 3	
Manufacturer: Eduard	UK Importer: Hannants
US Importer: Squadron MMD	

Airock Aerobatic Display Team

Scale: 1/72	Kit No: AB-9
Price: €9.63	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 25, Clear 1 x 2	
Manufacturer: Platz	
Available from HobbyLink Japan	

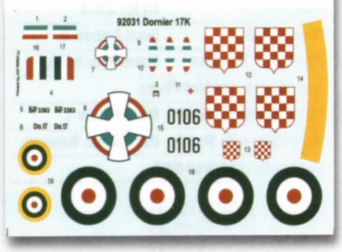
This is a second limited reissue by Platz of two LS/Arii 1/72 Pitts S-2 kits with decals to mark them as two of three aircraft from the Japanese aerobatic team Airock. Purists may note that Team Airock flew twin-seat S-2Bs, while the kits themselves are of single-seat S-2As, and some comparatively minor conversion work would be needed to be strictly accurate. However, the LS/Arii kit builds up very nicely as-is, and the colourful decals will make for an attractive model for your shelf.

P-40F Warhawk Short Tails over Africa

Scale: 1/72	Kit No: 72155
Price: £13.35	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 41, Etched 35, Clear 6	
Manufacturer: Special Hobby	
UK Importer: Hannants	
US Importer: Squadron MMD	

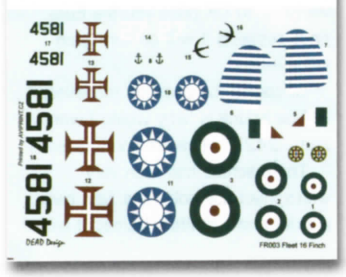
Dornier Do 17 K Late 'Long Engine Nacelle'

Scale: 1/72	Kit No: 92031
Price: £27.40	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 57, Etched 51, Resin 27, Clear 8	
Manufacturer: RS Models	UK Importer: Hannants
US Importer: Squadron MMD	



Fleet 16 Finch

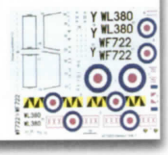
Scale: 1/72	Kit No: FR003
Price: £14.99	Decal Options: 3
Panel Lines: Recessed	
Type: Injection Moulded Plastic	
Parts: Plastic 34, Resin 11, Vacform Clear 2	
Manufacturer: Azur-Frrom	
UK Importer: Hannants	
US Importer: Squadron MMD	



Gloster Meteor T Mk 7

Scale: 1/72	Kit No: 72005
Price: £11.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 77, Clear 2	
Manufacturer: Xtrakit	UK Importer: Hannants

This brand new tooling includes decals for WF722/Y of Target Towinng Flight, RAF Akrotiri, Cyprus 1965 and WL380 74 Sqn RAF Horsham St Faiths, 1958. The kit also includes a canopy mask, and a mass of alternative decals are available on the new sheet from Xtradecal, X72087.



SHREWSBURY MODEL CENTRE

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A04025 **£7.99** 1/72 F16 Fighting Falcon
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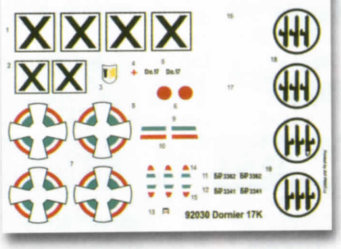
S&M Models

S.A.E. / PHONE FOR ILLUSTRATED LISTS - FAST MAIL ORDER SERVICE

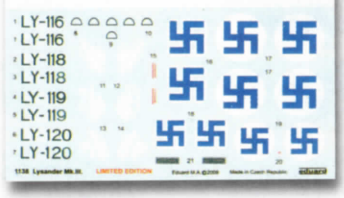
Dornier Do 17 K Early 'Short Engine Nacelle'

Scale: 1/72	Kit No: 92030
Price: £27.40	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 57, Etched 51, Resin 27, Clear 8	
Manufacturer: RS Models	UK Importer: Hannants
US Importer: Squadron MMD	



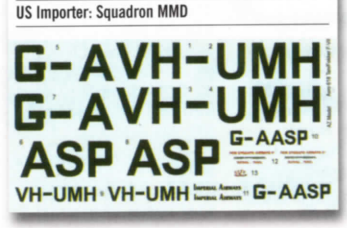
Lysander Mk III in Ilmavoimat Service

Scale: 1/48	Kit No: 1138
Price: £30.85	Decal Options: 5
Panel Lines: Recessed	Status: Reissue (Ltd Ed)
Type: Injection Moulded Plastic	
Parts: Plastic 77, Resin 14, Etched 105, Clear 7	
Manufacturer: Eduard	UK Importer: Hannants
US Importer: Squadron MMD	



Avro 618 'Ten'

Scale: 1/144	Kit No: 14403
Price: £TBC	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 27, Etched 36, Resin 3, Clear Film 3	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	

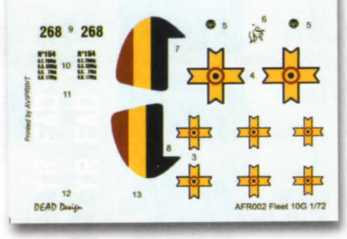


Tomashevich I-110

Scale: 1/72	Kit No: 9372
Price: £18.00	Decal Options: N/A
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 10, Metal 7, Vacform Clear 2	
Manufacturer: Magna	
UK Importer: Magna Models	

Fleet 10G

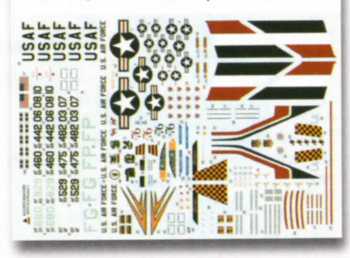
Scale: 1/72	Kit No: FR002
Price: £14.99	Decal Options: 3
Panel Lines: Recessed	
Type: Injection Moulded Plastic	
Parts: Plastic 34, Resin 2, Vacform Clear 2	
Manufacturer: Azur-Frrom	
UK Importer: Hannants	
US Importer: Squadron MMD	



F-4C/D Phantom II 'Col. Robin Olds'

Scale: 1/72	Kit No:0410
Price: £TBC	Decal Options: 9
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 96, Clear 5, Resin 1	
Manufacturer: Accurate Miniatures	
UK Importer: Creative Models	

This is a reboxing of the old Monogram kit, which while it may not be state of the art, has a good reputation among Spook fanciers. Superb decal sheet and an additional resin AN/ALQ-87 ECM pod.

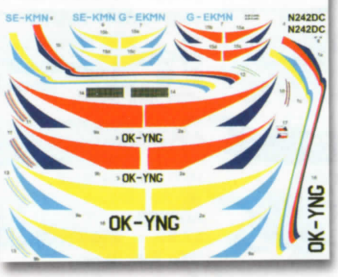


A-20G Havoc 'D-Day Havocs'

Scale: 1/72	Kit No: 72551
Price: £19.80	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 106, Etched 68, Clear 9	
Manufacturer: MPM	
UK Importer: Hannants	
US Importer: Squadron MMD	

Zlin Z-242L (Civil Operators)

Scale: 1/72	Kit No: AZCZ09
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 29, Etched 34, Resin 3, Vacform Clear 2	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Squadron MMD	



IAR 39

Scale: 1/72	Kit No: FR001
Price: £21.99	Decal Options: 3
Panel Lines: Recessed	
Type: Injection Moulded Plastic	
Parts: Plastic 43, Resin 9, Etched 30, Clear 4	
Vacform Clear 1	Manufacturer: Azur-Frrom
UK Importer: Hannants	
US Importer: Squadron MMD	

This month we have seen the three debut releases from new manufacturer Azur-Frrom. Based in Paris, the company seem to be operating as an imprint of the MPM group, and certainly the boxes reflect the connection with Azur in this respect. The three subjects kitted so far are all unusual types, and the modeller would be hard put to find them elsewhere.

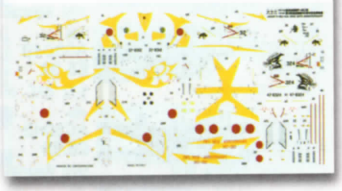
They are certainly very nice looking packages, and of particular note is the attention paid to the matter of transparencies. Windscreens are shaped vacform parts, as opposed to the 'fold-your-own' type, and in the case of the IAR 39 the option of a complete injection or vacform transparency is given for the fully enclosed cockpit – something more, if not all, kits would benefit from.

Off to a flying start! Let's look forward to subsequent issues from this source.

JASDF F-4EJ KAI 3WG 50th Anniversary

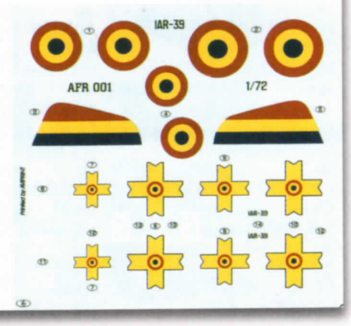
Scale: 1/144	Kit No: PF-15
Price: €10.31	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 24, Clear 4	Manufacturer: Platz
Available from HobbyLink Japan	

This is another reboxing of the F-toys snap-together kit covered previously in *Scaling Down*. Well worth a look, and the decal sheet is spectacular



Focke Wulf Fw 190C V-15/V-16

Scale: 1/48	Kit No: 215
Price: £49.25	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	Manufacturer: AZ Models
Parts: Resin 32, Metal 3	
Vacform Clear 2	
UK Importer: Hannants	
US Importer: Squadron MMD	



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ACY12411	F/A-18C Hornet	$24.00
ACY12412	F-8J Crusader USN (Limited!)	$21.75
ACY12413	B-29A Super Fortress Korean War	$41.25
ACY12414	B-17G 'Special Nose Art'	$31.50
ACY12415	F-16CG/CJ (New Tool!)	$24.00
ACY12417	**NEW! IL-2 Stormovik**	$18.00
ACY12418	**NEW! KF-16C ROK Air Force**	$24.00

Kagero Soft Cover Monographs

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KGMON30	Junkers Ju 87 V. 3	$28.00
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KGMON32	Focke-Wulf FW 200 Condor	$28.00
KGMON33	Arado Ar 234 Blitz	$28.00
KGMON34	Douglas SBD Dauntless	$28.00
KGMON35	Messerschmitt Bf 109F V. 2	$28.00
KGMON36	Curtiss P-40 V. 1	$28.00
KGMON37	**NEW! Messerschmitt Bf 109E V. 1**	$28.00

QuickBoost 1/48 Resin Details

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QB48195	P-40E Warhawk Engine (HAS)	$9.75
QB48196	F6F-5N Hellcat Conversion (EDU)	$9.75
QB48197	Fieseler Fi 156 Storch Bulkhead (TAM))	$5.50
QB48198	P-51D Mustang Wing Flaps (TAM)	$5.50
QB48199	Fi 156 Storch Radio Equipment (TAM)	$5.50
QB48200	P-39Q Airacobra Gun Barrels (HAS)	$5.50
QB48201	Messerschmitt Bf109F Gun Barrels (HAS)	$5.50
QB48202	Yak-3 Undercarriage Covers (EDU	$5.50
QB48203	Su-15 Air Scoops (TRP))	$5.50
QB48204	BF 110C/E Starboard Engine (EDU)	$9.75

Roden 1/32 Aircraft

ROD32602	S.E.5a with Hispano Suiza	$48.75
ROD32603	Fokker D.VI	$40.50
ROD32605	Fokker F.I	$40.50
ROD32606	Albatros D.III	$48.75
ROD32607	S.E.5a with Wolseley Viper	$48.75
ROD32608	**NEW! Albatros D.III**	$48.75

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1/32 P-35 ONLY $22.50!

Ultra-Cast 1/32 Gabreski Figure $17.95

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SH72155	**NEW! P-40F US Army Short Tail N. Africa**	$24.75
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SP131	Hypersonic: Story of the North American X-15	$21.50

Tamiya 1/48 Aircraft

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TM61097	Heinkel He 162A-2 Salamander	$29.25
TM61100	Fieseler Fi 156C 'Storch'	$53.25
TM61101	Lockheed Martin F-16C Block 25/32	$50.25
TM61102	F-16C Block 32/52 USAF Thunderbirds	$49.50
TM61103	**NEW! A6M5/5a Zero (Zeke) Model 52**	$42.75

Ultra-Cast 1/48 Scale Aircraft Details

UC48198	Supermarine Spitfire Early Metal Seat w/o Harness (prior to March 1940)	$5.95
UC48199	Supermarine Spitfire Early Metal Seat w/Sutton Harness (prior to March '40)	$5.95
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UC48202	**NEW! P-47 Square-Backed Seats w/Harness**	$9.95

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WRP053	Sub-Miniature Punch & Die Set: 0.063, 0.058, 0.053, 0.048, 0.043, 0.038, 0.033, 0.028, 0.023, 0.018 inch sizes	$86.00

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SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Anigrand 72nd

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ICM 72nd

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CMR 72nd

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RS Models 72nd

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Fujimi 72nd

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Dujin 72nd

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Reviews

Fairey Fulmar Mk I/Mk II

AIRFIX 1/72

BY IVOR RAMSDEN

TECHNICAL DATA

Scale: 1/72	Kit No: 02008
Price: £4.99	Decal Options: 2
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 35, Clear 3	Manufacturer: Airfix

This kit, whilst new to Airfix, originated in Eastern Europe in the early 1990s and has been subsequently released by both Smer and Revell. The mouldings are generally good and are designed for easy assembly, although with slightly heavily engraved panel lines. The detail on the parts varies considerably; the underwing pitot mast is finely moulded yet the undercarriage legs are very basic and lacking in detail, and the doors are very thick. The one-piece canopy moulding includes a large part of the upper fuselage and its clarity makes additional detailing of the cockpits very necessary. Optional parts are confined to a pair of extra intakes for the Mk II. There are several more differences between a Mk I and a Mk II night fighter, including exhaust glare shields, the exhausts themselves, radio aerials, tailwheel assemblies, weapons fit and, most obvious of all, radar aerials on the wings. Of these, Airfix have provided a nice 1/72 detail drawing for scratch-building the exhaust glare shield. This is a new departure for Airfix, and is one which I commend wholeheartedly as an introduction to extra detailing. It's a pity they didn't extend this to show at least the masts for the radar aerials on the wings. The decal sheet is notable for its very high gloss finish, reminding me of Airfix's decals of the 1960s.

Construction

Assembly straight from the box as a Mk I is very easy, although a NF Mk II requires quite a lot of extra work. Even on the Mk I many modellers will want to add cockpit and undercarriage detail. The only tricky part is the installation of the arrestor hook recess under the fuselage, which is at risk of vanishing inside if care isn't taken. Adjustments that I had to make during assembly were to clean up the mould release pins inside the wings, thin down the trailing edges and relieve the upper wing to fuselage joint which was very tight and which threatened to flatten out the built-in dihedral of the lower wing section. The undercarriage wells and main engine air intake desperately need some work to avoid a see-through effect and

the undercarriage doors must be thinned down. The kit fails to replicate the offset fin of the original but rectification of this requires major surgery and may not be worth the effort.

Colour Options

Although the instructions give Humbrol colour references I used both Xtracolor and Humbrol enamels, which reduced the deep panel lines to a more acceptable appearance, followed by two coats of Klear to give a shiny surface for decalling. I chose the unusual night fighter Mk II scheme but I was so disillusioned by the decals that my detailing was restricted just to glare shields, whip aerial on the fuselage and radar aerial masts on the wings.

I don't know if the reborn Airfix have had a bad batch of decals printed but the ones in this kit were truly awful. Their colour density is poor, in fact the Sky code letters vanished when applied over Medium Sea Grey and whilst Airfix have had the foresight to try to avoid register problems by printing the roundels in up to three parts, the code letters and some smaller markings are out of register. Soak the decals in water and they slide free of the backing paper accompanied by a thin film of something – glue? – which is very difficult to remove. The decals are very thin, which is commendable, but they fold very easily and once they are folded are impossible to rectify. Once dry, despite using Klear and setting solution, they exhibit the worst silvering I have ever seen. Several applications of Micro Sol improved this a little but the only answer is to replace them with aftermarket decals. The decal numbers on the instruction sheet are also mixed up, quoting the C1 roundels on the fuselage sides as being made up from sections 4, 4a and 4b, whereas they are numbered 5, 5a and 5b on the decal sheet.

The first of two options is a Mk I of 806 Squadron in Crete in February 1941. This aircraft is accurately portrayed in Extra Dark Sea Grey and Dark Slate Grey over Sky Grey with very large red white and blue stripes on the tail. The second option is for a Mk II night fighter of 784 Squadron in late 1944. This unit was the Navy's night fighter training squadron and its aircraft were finished in the RAF night fighter colour scheme of overall Medium Sea Grey with Dark Green disruptive markings on the upper surfaces. This particular aircraft has a lovely piece of nose art, very rare on a Fulmar, depicting a black cat sitting on a wall, possibly looking at a bat. It is named 'Ringa,' and all of these markings can be seen in a fairly well-known Fleet Air Arm Museum photo of this aircraft. The photo clearly depicts a heavily-weathered and touched-up paint finish but it also shows that the kit sheet has almost certainly got the national marking on the tail too small and the codes in the wrong colour. Airfix print them in Sky, whereas the tone of the codes in the black and white photo almost exactly matches the white of the roundel. They may even be yellow, as many Fleet Air Arm training squadrons used this colour, but the tone looks lighter than the yellow outer ring of the roundel. I have some photos of 784 Squadron Fulmar NF Mk IIs which show that no underwing roundels are carried so I left them off my model.

Conclusion

If you want a Fulmar then this is the only kit available at present in 1/72 and Airfix deserve praise for introducing it into their lists. It is capable of being made into a first-class replica with a lot of work. It is at the pocket-money end of the market but in the event of a younger modeller attempting it I can see that the difficulty in applying the decals and their poor appearance and durability might well result in their being put off trying another kit.

SAMI

P-51D Mustang

TRUMPETER 1/32

BY **PAUL JANICKI**

TECHNICAL DATA

Scale: 1/32	Kit No: 02275
Price: £45.00	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 201, Clear 25, Etched 72	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

This is certainly a large box holding a large amount of parts but where to start? The box description misleadingly mentions 'P-51D Mustang IV,' which was the designation for RAF Mustangs but no option for one is included. The surface detailing initially looks impressive but I am not a fan of recessed rivets. The Mustang had a smooth skin to the laminar flow wings and there are also too many on the fuselage. Interior detail is not bad for the cockpit and the undercarriage bay is good and well detailed. An engine is supplied, complete with carburettor trunking and bearers, with an optional

clear fuselage to display them, and a number of etched brass components are included on two sets including seat belts and instrument panel. The main canopy and windscreen are good and there are optional etched or injected parts for the instrument panel, and finally a set of rubber tyres for all three wheels, although the circumferential treads are debatable.

Construction

The instructions start with engine and cradle with some pre-painting during this stage recommended, although if this is not to be displayed one can proceed with the cockpit. The instrument panel is made up of a clear part for the dial face section and a photo film backing. As an alternative, an etched item is provided but with both parts I have my doubts about the size and spacing of the instruments. Continuing with the cockpit, the floor area and side boxes and instruments are assembled but there is a very curious part (J40) that seems to be a kind of bulkhead. Possibly Trumpeter became confused with the canopy arched frame spreader that is correctly supplied, but from some images assumed that there was a bulkhead, so, if you are building this kit don't use it - or at the very least cut it down to below the cockpit sill line as it helps to support the seat.

The control column is much too small, more like 1/48, so needs to be discarded.

Moving onto the wings, all six .50s are there to be fitted but some may regard the amount of parts as over-engineering. Parts J22, the ejector chutes for the shells, protrude below the bottom wing surface through the openings, and these should either be cut down or discarded. Ammunition belts are supplied and all the plastic parts fit very well with the gun bay covers fitting snugly. The flaps and ailerons finish this section and are separate from the wing, but the locating tabs and lugs only enable them to be fixed in the neutral position.

Back to the fuselage, all the previous sub-assemblies come into play with a lot of fiddly aligning before joining the fuselage halves.

Step 30 covers the fitting of the wings and tailplanes to the fuselage. All the joins here were good but to avoid dislodging the controls, I left them all off until the very end. Incidentally, the elevators (and rudder) are fabric covered depictions but many late model P-51s featured metal ones. Onto the main undercarriage, the assemblies for the wheels and legs finished up looking the business! The wheel halves have the spokes and holes hollow and you can see through them 'just like the real thing.' The rubber tyres engage well and fit quite tightly and once all handling is done dull down and look good. The 'D' shaped wheel covers are intended to hang down but in reality they droop individually when hydraulic pressure drops and the flaps are in the fully down position. To remedy this I removed the locating pins, cut the actuators accordingly, and fixed them in place with differing positions with the flaps slightly drooped to satisfy my needs.

The next stage deals with fitting the pylons and a choice of paper or metal long range tanks, or the 500 pounders. 5inch rockets are also provided but these seem to feature only on Pacific-based P-51s so omit them. The pylons, when offered up to their locations, covered the outermost ejector opening and are also a bit too far aft. The error actually lies with the chute openings that are each too far inboard by around 3mm or so on both wings. They need to be moved outwards so that the pylons don't block them, and the pylons need to be located slightly further forward

My biggest concern with this kit is the canopy frame, which is too shallow. The sill around the cockpit opening is too high also which is probably why. The windscreen is good and fits well with a rear view mirror to the top of the frame and an etched edging (PE11) which fits well. There is some confusion with numbering of etched parts in the instructions, and part C7 should be omitted as, again, the DF loops were only fitted to aircraft in the CBI and Pacific theatres.

When assembling the engine, the prop shaft fitted rather sloppily and as I decided to omit the engine I made a new shaft for the prop with a section of sprue and a piece of plastic tube. Also, with the engine absent, I glued scrap plastic card as backing supports for the exhaust manifolds, which themselves are not that brilliant but will suffice, while at least the separate exhaust stubs have open ends saving time to drill them out.

A bit of a challenge throughout, this build, but although there are errors, it does look the part.

Colour Options

Two schemes are included, one a 15th Air Force example of the 308th FS/31st FG, and the other an 8th AF early D model, 44-13704/B7-H *Ferocious Frankie* of the 374th FS/361st FG that should not have the fin fillet extension. The decals are good and don't allow base colours to show through. They are user friendly and work well with decal solutions leaving virtually no trace of carrier film over a coat of Halfords Peugeot Aluminium. There are some issues of accuracy with the underwing stars, and especially the stenciling – some of which is not really applicable to the P-51. I did make a mistake with the

forward fin red stripe but if applied where it should be it would clash with the next one and not line up with the tailplane stripes. However, the finished model does look impressive.

Conclusion

I am a little disappointed with some of the errors, big and small, in this kit, and I feel it is a bit over-engineered at times, with too many parts in unnecessary places. The extra transparent fuselage may appeal to some, but I would have preferred the tail unit to be moulded separately, allowing both schemes to be accurately depicted instead. The overall shape of the model captures the P-51 nicely though, and as mentioned earlier, the parts do fit well throughout and no filler was used.

SAMI

C141B Starlifter

ANIGRAND 1/72

BY **ANDY McCABE**

During the early part of 1960 the United States Air Force released *Specific Operational Requirement 182,* which called for an aircraft that could perform both strategic and tactical airlift missions to replace the outdated and slower piston-engined aircraft such as the C-124 Globemaster II. Several companies responded to the requirement including Lockheed, who proposed their Model 300, the first large jet aircraft to be designed solely for the purpose of transporting freight, powered by four Pratt & Whitney TF33-P-7 turbofans.

In service it was soon recognised that the C-141A's volume capacity was relatively low in comparison to its lifting capacity, which meant it was often full of cargo before its lifting capacity was met. To correct this deficiency the entire fleet of 270 in-service aircraft received a fuselage extension of 23' 4" (7.11m) by inserting two plugs, one forward and one aft of the wings. An in-flight refuelling boom was also added at the same time, and the aircraft was then redesignated the C-141B.

Anigrand have produced a huge kit here. The resin parts are beautifully cast with nicely engraved surface detail, and the clear resin cockpit canopy is probably the best clear resin casting I have seen to date on any kit. The box contains sixty-three cream coloured resin parts, three white metal undercarriage pieces, one clear resin part, two decal sheets, one instruction sheet and a CD that repeats the instruction sheets and features various folders containing plenty of walk-around and detail photos to assist your build - a very comprehensive package indeed. The CD is exclusive to kits supplied by US Importers Nostalgic Plastic, and it is well worth making efforts to obtain one.

TECHNICAL DATA

Scale: 1/72	Kit No: AA-2082
Price: US$196.00	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 60, Clear Resin 1, Metal 3	
Manufacturer: Anigrand	UK Importer: Hannants
US Importer: Nostalgic Plastic	

Construction

The build begins by cleaning the parts up, trimming the pouring tab remains from them, then washing everything in warm soapy water. Thirteen parts go to make up the cockpit, but there is no raised detail to any of the instrument panels, neither are there any decals for them, so these needed to be built up from the references given.

One part is shown incorrectly located on the instructions. The Loadmaster station, which is shown as being on the right hand side of the cockpit, needs to be switched with the crew rest area which is on the left hand side, and the part needs modifying to fit. I added a couple of Plasticard bunks to the rest area just to give a bit of detail.

I have a feeling that the Navigator's and Radio Operator's positions are also reversed as cockpit plans obtained from the C-141 Heaven website showed that the sizes of these two consoles are different, which they are in the kit, but they are on the wrong sides. Modifying these would have entailed a great deal of work so I left them alone.

The fuselage is split into four parts, two front and two rear. The resin parts are very thickly cast and quite heavy but even so I guessed that the tail section, when the vertical fin and horizontal stabilisers were fitted, would be very heavy so I allowed a considerable amount of nose weight to prevent tailsitting. The joint between the two forward fuselage halves was very good, and before they were glued together I sanded the mating joints on a flat sanding board to key the areas and also to remove any imperfections along their length.

The two rear halves have pegs that fit into holes in the forward halves and a bit of trimming was needed to get a good joint, but once everything was aligned the fit here was also very good. You now get a good idea of the size of this model - it is huge!

The tail fin has pegs that fit into holes in the fuselage, as do the horizontal stabilisers that fit into the tail fin, and all are very positive, strong joints.

The wings are made up from two halves each, top and bottom, with a peg and hole method of joining them to the fuselage, although there was a bit of misalignment with these parts and the holes in the fuselage required elongating to get a flush joint with the upper wing and fuselage surfaces. Plenty of superglue is needed on these joints to ensure a solid joint.

The clear resin cockpit canopy is not a very good fit with the fuselage and needed some work to get it in place as there is quite a step along the top. To get around this I put small strips of styrene around the lower edge of the canopy, trial fitting it to ensure that there was a constant even join. This pushed the canopy up just enough to allow a flush joint around the top edge and the resulting gap around the bottom edges was filled and sanded flush.

Each engine is made up from four parts. The fan blades need a bit of tidying up to remove casting imperfections and it pays to refer to photos at this stage as the location of these parts in the engine casings is not as the kit parts would suggest. The fan blades sit quite close to the intake lip, but the engine casings as cast have a step that the fan blades butt up against. This step is too far back, which means that the fan blades will sit too far back in the casings. The rest of the construction was, fortunately, straightforward.

The pylons were fitted to the wings prior to installing the engines, ensuring that each one was vertical before finally gluing it into place and all that was now left to fit to the fuselage was the refuelling port fairing, which is made up of two parts, each one locating into holes in the fuselage top.

Any gaps or pinholes were filled and sanded flush, the cockpit windows were masked off then the whole model was sprayed with a coat of primer. This highlighted a myriad of pinholes I had missed so these were briskly dealt with and another coat of primer applied.

This model was supplied with white metal undercarriage to hold the considerable weight. These are nicely cast, with no flash, and resin wheels.

The main undercarriage leg location in the fuselage is somewhat flimsy as it locates into a semi-circular slot, this would have been a lot better being a full hole as the weight of the model is only held by half a hole on each side. The undercarriage bay doors are very thickly cast and look out of scale, so they may be replaced with scratch-built ones later on. The nose gear door should not be cut into four pieces as the instructions state, it should be three, with a large rearward folding door fitted aft of the wheel bay and two smaller forward ones.

Various antennae and the pitot probe on the tail cone were scratchbuilt and the model was now complete.

Colour Options

This is a huge model to handle whilst spraying and it had to be done in stages. The first coats of proper paint were now applied, and Humbrol 128 (two full tins) Satin US Compass Grey was applied. The wheel wells were masked off and sprayed with satin white.

The decal sheet supplied gives the serial code of 50221 for a C-141B of McHord AFB. Now, I know that I could regret saying this but 50221 was actually assigned to McGuire AFB, though I have found one reference saying it was at McHord. Anyway, I decided to produce a few of my own decals after visiting McHord's website and seeing images of the last C-141 to fly from that base. This was 65-0267 of the 62nd AW/446th AW. Wing walkway and tail colour bar decals were also produced, along with cabin doors. The remainder of the decals were applied from the two sheets supplied with the kit.

Conclusion

Wow! I was promised a big kit and this is exactly that. At the cost of repeating myself, it is huge. There are not that many parts considering the size of this kit, but those that you do get are, for the want of a better word, big.

Considering the size of it the flaws were minimal and it is very impressive and will go down a storm with any modeller who likes large modern transport aircraft and has the space to display them. I have no doubt that a few of these will be making their way onto SIG tables at forthcoming model shows worldwide.

Anigrand have yet again produced a stunning model and have to be applauded for producing it in such a large scale. Nostalgic Plastic are also to be commended for the inclusion of the CD, as this proved very helpful during the build.

I like this type of kit as it challenges your modelling skills, although the cry of 'where on earth are you going to put that?' is still resounding around the McCabe household.

SAMI

Do 215B-5

ICM **1/72**

BY **TIM LARGE**

As part of ICM's new range covering the Do 17Z and its derivatives, we welcome the Do 215B-5 night fighter. The Do 215 was the export version of the Do 17Z, fitted with DB 601A inline engines, the first flight of the prototype was on December 5th 1939, but because of the outbreak of war none were exported, with all of the 105 Do215s manufactured being used by the Luftwaffe.

The kit comprises one hundred and six parts, with nine clear. All panel lines are recessed, with raised detail being confined to the wheel bay/undercarriage and cockpit. The level of detail is comprehensive and to scale, which results in a number of very small and delicate parts. There is some flash on most of the grey parts, but the clear parts on the other hand are cleanly moulded, although the framing is not well defined.

TECHNICAL DATA

Scale: 1/72	Kit No: 72302
Price: £9.99	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	Parts: Plastic 162, Clear 6
Manufacturer: ICM	UK Importer: Hannants
US Importer: Dragon USA	

Construction

The build starts off with the separate cockpit section, which is made up from sixteen parts and is very well detailed, coming up well with painting. The fuselage is next, and is made up from two fuselage halves

and two wing spars. Next in sequence are the two engine nacelles and up to this point the fit of the parts was quite good, with just a small amount of filler being needed on the relevant joints to smooth the surfaces out.

Section nine sees the build-up of the wings, made of four parts each, these being upper and lower wings, with two inserts (B3-B6) representing the side structures of the lower wheel bay. The front and rear are moulded into the wing spars, and these two inserts need to be cut down to enable the wings to fit together. Once the wings are fitted to the fuselage filler was required to blend in both lower wing to fuselage joints.

The cockpit section was fitted next, and a great deal of work was employed to blend this into the fuselage and the shoulders of the wings. By way of light relief the tail-plane and twin rudders fitted together and onto the rear fuselage with ease, but this was followed by more fit problems when the engine nacelles were offered up to the wings. Once again a lot of adjustment, as well as a degree of filler, was required to ensure an acceptable fit.

At this stage the glazing was added, and at first the clear parts did not look very promising, but a dip in Klear brought them up nicely.

Just about at the end of the build now, and the undercarriage was fitted. These units are very nicely reproduced in eleven parts each and once fitted together and into the wheel bays, you end up with a surprisingly sturdy undercarriage. Last of all I fitted the FuG 205 Lichtenstein radar aerials and the guns. The aerials are a bit of a disappointment, considering the attention to detail in the rest of the kit, and really need replacing with etched items. Some of the seven guns were damaged, along with the undercarriage, when the kit arrived in the post, and I did attempt to fix them, but to no avail. As I had no replacements with anything like the same level of detail, I fitted them as they were.

Colour Options

There are three choices. The first, G9+DC is in RML75 *Grauviolett* upper surface and RML76 *Lichtblau* undersides. This aircraft comes from II./NJG.1 1942. Number two is R4+DC from II./NJG.2, spring 1942, with a RML74 upper over RLM76. The final option, R4+SN is in all-over black, dates from autumn 1941, and is again from II./NJG.2.

Conclusions

This kit does take some time and a lot of rubbing down and filler to get the best out of it. That said, and despite the fit problems I encountered, you do end up with a very nice looking Do 215, which is the best reproduction of the Do 17Z/215 to date in this scale, so I can recommended it, not for a novice to the hobby, but to anyone with some experience and an interest in the early Luftwaffe and the development of the night fighter.

SAMI

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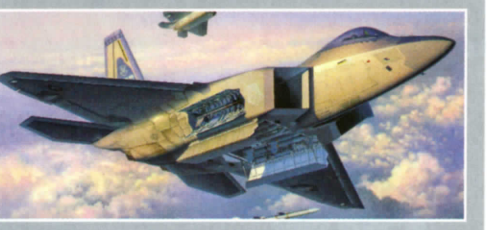

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Spitfire Tr.9

CMR **1/72**

BY **ANDY BROOK**

TECHNICAL DATA	
Scale: 1/72	Kit No: 176
Price: £32.30	Decal Options: 17
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 97, Vacform Clear 4 Etched Brass 86	
Manufacturer: CMR	
UK Importer: Hannants	US Importer: Squadron
Includes masks and coloured etched parts	

My previous experience of resin had a solid fuselage and needed a razor saw and dust mask to make sense of the few parts. Not so this CMR beauty. This has proper fuselage halves, thinner than many plastic kits, and another eighty or so finely cast resin parts, attached to their casting blocks by what is best described as flash. Instructions comprise six A4 sheets, with a two page history by Robert Humphreys, author of the SAM Spitfire *DataFiles*. Add an Eduard photo-etch fret and masks for canopies and wheel hubs and you can begin to see how much you get for your money. The two canopies are vacformed (with a spare set) and the framing is clearly defined. You also get an astonishing seventeen colour schemes for eight different aircraft.

Construction

I decided to model the cockpit doors and canopies open. This seemed brave enough when cutting the fuselage but foolhardy when I thought ahead to the vacform canopies. Next came the interior. The detail of the photo-etched parts and the fineness of the resin pieces were real eye-openers. To be more accurate, they were eye-strainers, as the combination of miniscule parts, cocktail sticks, my fingers and

Arado 65 Luftpolizei

RS MODELS **1/72**

BY **MIKE KING**

TECHNICAL DATA	
Scale: 1/72	Kit No: 92040
Price: £14.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 26, Clear 1, Resin 4, Etched 15	
Manufacturer: RS Models	UK Importer: Hannants

The kit comes in an end opening box with the colour and decal guide on the bottom. The parts are very well moulded in a caramel coloured plastic, and show restrained panel lines and well executed fabric effect to the wings, which also have astonishingly sharp trailing edges. There is a small etched fret, a small pack of resin parts and two clear windscreens.

Construction

The whole interior is built up from the etched fret and this can best be described as good in parts. The sidewalls, floor, seat and instrument panel are all well engineered; the seat needs folding but is problem free, and the instrument panel has film dials for the rear. However the rest of the interior parts are a little strange. When I built the Arado 76 recently I commented on how the seat straps seemed oversized, although looked fine when in situ. The ones in this kit are the opposite, extremely thin and look completely lost when in place on the seat. The rudder pedals and control column are the same, very thin and insubstantial. However, strangely it all looks okay when complete.

The fuselage halves need to be prepared, short-run style, and required some filling for which I used the excellent Zap-a-Gap superglue to good effect (it's great stuff, and having used normal superglue in the past this stuff really is a major step up the ladder – highly recommended!). The lower wings and tailplane are all butt jointed and I strengthened these with superglue. The under fuselage radiator is a resin item, nicely cast, and the tailskid is also in resin, although I can't really see the point.

The undercarriage is thin and looks perfectly to scale, as do the cabane and interplane struts but the undercarriage presented another problem – there was only one wheel present! I thought maybe the other had become detached, but search as I might I couldn't find it. On closer inspection of the sprues I realised it wasn't missing because it had never been moulded in the first place. Where it should have been there was just a rounded blind end to the sprue. I don't know if this is an anomaly, or a problem with the mould, but I was obliged to resort to the spares box. It was an annoying omission, particularly as the one that is present is well moulded and displays good hub detail.

Decals and Colour Scheme

Three schemes are provided; one in dark green and white for a pre-war *Luftpolizei* machine, complete with red band on the tail and large white codes for the wings and fuselage, the other two in overall

RLM02 with wing and fuselage crosses.

I chose the first scheme as it was striking and a change from the norm. The green is described on the colour guide simply as 'dark green.' It doesn't look like any of the RLM greens and as it was a pre-war police aircraft I plumped for a Dragoon Green from the Lifecolor range as I figured it would be a dark, bright, Gendarme style colour. It looks right in place and stands out well from the white nose and wing/fuselage serials.

The decals are thin and beautifully printed, but do not like moving once in place so position them as near to their final position as possible, or be prepared to use plenty of water to get them to move. I used a little bit of Micro Sol to help them conform to the contours and they look great in place and display no colour bleed.

Conclusion

A mixed bag this one. It's an unusual subject with interesting colour schemes and the parts are well moulded, but the etched fret is a little disappointing and the missing wheel downright annoying. Once built, painted and decalled it looks striking, and has the appearance of one of the Moth series with a Hawker style tail. With care and patience a lovely model can be made, just be wary of the pitfalls. Recommended with the reservations noted.

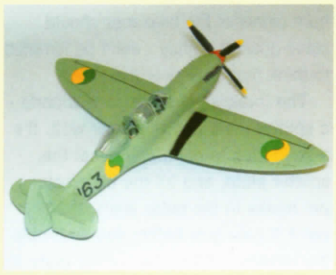
SAM

P.S. As a little aside here is a cautionary tale that might go some way to explaining my prejudice against end-opening boxes - although I know I'm not alone. As I've noted in the text one of the wheels was missing and as I scouted for suitable replacements I carried on building the rest of the model. I discovered after painting that one of the 'N' interplane struts was also missing. I searched the bag and the box, shook it to within an inch of its cardboard life, but to no avail. After much swearing and taking a few days off the project to calm my nerves I went about replacing the offending piece with 5 thou plasticard. The replacement took a few attempts to get right but eventually I had something that looked okay. Then, as I took the other bits and bobs from the box to put together, what should I find but the missing strut, which was in the box but had eluded me because it had managed to get stuck to the sticky tape holding the end flap shut!

superglue proved quite a challenge. The instructions for this phase are unclear as to the precise location for many of the parts. For the sake of the review, though, I persevered and manoeuvred most of the tiny pieces into what I surmised were the right places. Interior photos of the Tr.9 are few and far between, so an accurate side profile of the layout would have been welcome.

The fuselage halves went together well apart from a small gap behind the forward cockpit, which was probably a result of not having the interior parts in quite the right place. The wings are in one piece and are, I suspect, generic for CMR's Mk IX range, as they come complete with cannon, which needed to be removed. A little filler was needed only underneath where the fuselage meets the rear of the wings. On next went the rudder and, fired up by progress so far, I partly scored through the tailplanes to model the characteristic droop of a Spitfire at rest.

The rest of the build went smoothly. The radiators have etched metal grills, and there are two sets of exhausts (though no explanation of which ones to use), and a choice of propeller blades and spinner as one unit or as separate parts. The undercarriage consists of hard plastic legs, a choice of wheels, and etched metal parts for the doors and the detail of the hubs and legs. Two types of practice rocket are provided for the Irish versions, and I decided to model my aircraft with the 60lb options.



Eventually I had to turn my attention to the canopies. I said before that the framing was clearly moulded, so cutting them from the backing plastic was no problem. I then packed them with Blu-Tack for internal support, took a sharp knife, wished myself luck and cut carefully through. I separated both canopies into their respective parts first time, and breathed again.

Colour Options

Of the 17 options, eight are for the Irish Air Corps, eight are Dutch and one Indian Air Force. There are no stencils, except for Irish 161 in its current warbird guise, and, strangely, the decals for the walkways aren't long enough to fit the wings. After lengthy deliberation I decided upon Irish 163 in its smart grey-green finish with the earlier form of national markings. The colour suggested was British Interior Green, so I used the appropriate Humbrol Acrylic.

The decals were a bit thick but went on well, including the large tricolours underneath the wings. I added some thin black strips from the spares box for the wing stencils, without which no Spitfire is complete.

Conclusion

This is a superb kit and I am impressed by CMR's standards. My only quibble is the lack of precise diagrams for the cockpit interiors. I really enjoyed the build, although it stretched my skill, my patience and my eyesight, and I doubt whether all those tiny parts are strictly necessary, but the end result is worth the effort. This kit may only appeal to the experienced modeller, but I would recommend it to anyone who fancies a challenge. Buy one and have a go!

SAMI

Aichi Zuiun E16A1

FUJIMI 1/72

BY **CLIVE DUCKWORTH**

The Zuiun reconnaissance seaplane, 'Auspicious Cloud' in Japanese and somewhat bluntly coded 'Paul' by the Allies, came too late to make much impact in WW2 with only 256 being built. It replaced the E13A which was the most extensively used and versatile floatplane in the IJN throughout the war.

The Fujimi kit has a great cover picture on the top-opening box and contains sixty-four parts including three clear parts allowing open or closed canopies. The sprues are in separate poly bags, as are the clear parts and decal sheet. The grey plastic is easy to work with and the parts fit is very good.

Construction

The build begins with the cockpit, which is quite sparse and unacceptable even with the closed canopy option. To help hide this a pilot and observer were added from the spares box, only just managing to squeeze into the undersized seats provided. However, from this point on the kit just got better and better with excellent parts fit, good detail and the welcome addition of a beaching trolley for the finished plane to rest on.

The steps for construction are fairly standard so don't need much comment, but one excellent point of detail is that the plans show 5g of weight should be placed in the front of each float, and the plane sits just right as a result rather than being incorrectly tail heavy . You get a movable prop, although you need to ream out the end cap to get a good fit, and for a bit of fun there are fourteen tiny exhaust stubs to attach, each of which is prone to leap out of the tweezers just like a flea circus.

I altered the mount for the machine gun so it would fit under the closed canopy option and still be visible, having decided that even with the crew the open cockpit was still too bare. The canopy is excellent and clear but the raised lines need some time and effort to mask the framing as even Tamiya's tape struggled to cope with the heavily moulded surface.

Colour Options

Paint colours are in Gunze Sangyo and Mr Color. I made a mix of my Humbrol stock using 60% H116 + 40% H80 for the top sides and then H28 for the undersides. Decals are on two sheets, and include white base decals to be covered by very thin colour items. The result is excellent. The two-layer approach doesn't work well on the leading-edge wing recognition stripes, however, and these just wouldn't wrap around the wing no matter how much setting solution was used. I've left them for the purpose of the review but intend removing them and painting the stripes afterwards.

Conclusion

What an excellent end result you get with this kit, in spite of the somewhat simplified cockpit! The lines of the plane, detail, and particularly the beaching trolley are really very good and I'm delighted with it. Highly recommended.

SAMI

F-4C/D Phantom II

REVELL 1/48

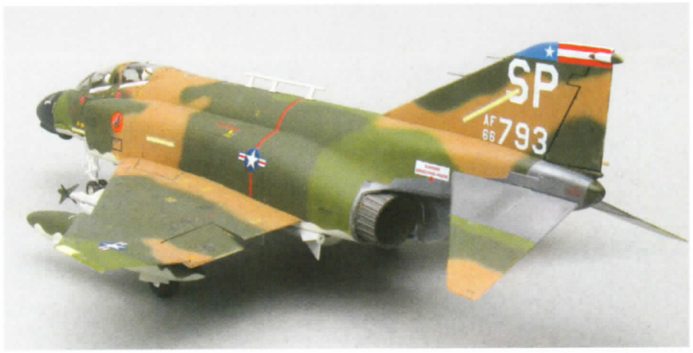
BY **MATT BACON**

TECHNICAL DATA

Scale: 1/48	Kit No: 04583
Price: £14.99	Decal Options: 2
Panel Lines: Raised	
Type: Injection Moulded plastic	
Parts: Plastic 90, Clear 4	Manufacturer: Revell
UK Importer: Revell UK	
US Importer: Revell-Monogram	

Revell's re-release marks a welcome return to the shelves for a kit that was first tooled by Monogram in the early 80s. The kit bears all the hallmarks of a classic Monogram Century-series jet - raised detail, excellent shape, good fit and a simple build. It may not be state of the art, but the competition for an F-4C/D in 1/48 isn't either, and Phantom enthusiasts all agree that this older kit captures the hulking, predatory look of the aircraft to perfection.

Spread over six grey sprues and one clear, the hundred or so parts include the upgraded Sidewinders included in Monogram's second 'air defence' release, an SUU-23 gun pod and underwing tanks. If you want to build an earlier mud-mover, you're going to need to source some ordnance. Two crew figures are included, one seated in the aircraft, one walking and carrying his helmet.



Construction

The ejection seat pans are moulded into the cockpit tub, in typical Monogram style, with separate seatbacks. The consoles and panels have crisp raised detail, which looks fine after a light drybrushing. Only nine parts make up the cockpit but it's certainly good enough if you plan to close the canopies or add pilots. The positioning of the cockpit in the fuselage is unclear, with little in the way of positive location. It's vital to get it right, though, since the rear spur on the tub is supposed to form the top of the fuselage spine behind the rear canopy. The part is undersize, though, and needs building up to profile with filler.

With the two halves together, you assemble the upper wing halves to the one-piece lower wing, and bring them together with the fuselage. Fit here is excellent, with only a small gap behind the nosecone to deal with using a plastic card shim. There's also the typical Phantom seam under the inboard wing trailing edge to be filled.

The F-4C/D sported a variety of lumps and bumps in its time, and part twenty-one represents an additional undernose sensor. The instructions are woefully unclear about how and where it fits, or even which way round it is. It fits with the longer facet to the rear, positioned on the rear curve of the original sensor bulge so that the middle portion of the additional part is horizontal.

I deviated from the instruction sequence here, and left off the jet pipes and tailplanes to be painted separately. Be warned, though, the tailplanes do not fit anything like close enough to the fuselage as is. Now would be the time to trim off the chunky extensions at the mounting points and test fit until they leave only the slightest of gaps. The front corner of the tailplanes should curve upward slightly - don't be tempted to think that it has warped!

The intakes are made of two parts - a splitter plate and the outer wall. It's a good idea to paint and decal the splitter plate, and fill the big ejector pin marks in the outer walls, then paint it pale grey before you assemble the intakes. I fitted the splitter plate to the fuselage first, and then the outer wall over it. With careful wiggling and some tape, you can get a seamless fit everywhere but at the extreme shoulder of the duct. I lost some surface detail fairing it in, which is where the main disadvantage of raised detail becomes apparent.

Colours and Markings

Revell give their own mixes for the four colours of the SEA scheme, but at least they've called out the FS numbers as well. I primed with a coat of Mr Surfacer 1000 and preshaded the panels with black before painting the bare metal areas around the exhausts with Humbrol Metalcote Steel (27003). For the main camouflage I used Humbrol matched enamels (28 Camouflage Grey, 116 Dark Green, 117 Light Green and 118 Tan), and airbrushed the camouflage freehand, masking the Grey with Blu-Tack and Copydex. Finally, I gave the whole thing a coat of Klear to prepare for decalling.

The markings offered are both SEA schemes, one of the 199th TFS Hawaii ANG in 1984, the other of the 23rd TFS at Twenthe in 1976. The decals are designed for Revell by AirDoc, and are comprehensive. If there's an aircraft with more stencils than a 1970s Phantom, I don't want to see it. The decals are superb, though - thin, tough, and easy to move around. It says a lot that with 150+ to apply, I only managed to mess up two small stencils beyond repair.

Conclusion

Overall, this kit combines the classic Monogram virtues - a model that looks like the real thing, has reasonable detail and is straightforward to build, with great new decals from Revell, and all in a box you can find for a sensible price on your local high street. Recommended.

SAMI

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48A.009 WWII RAF pilot reading checklist with groundcrewman £5.95
48A.011 WWII Two RAF pilots sitting in armchairs, awaiting air raid siren £4.25
48A.013 WWII Two RAF groundcrewman removing chocks from aircraft £4.25
48A.014 WWII RAF pilot discussing sortie with groundcrewman £4.25
48A.015 WWII RAF mechanics wotking on aircraft £4.25
48A.016 WWII Walking RAF pilot with a mechanic £4.25
48A.017 WWII Luftwaffe pilot with a German paratrooper £4.25

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32A.001 WWII RAF pilot in flying uniform £6.95
32A.002 WWII RAF flight commander holding a clipboard £6.95
32A.003 WWII Luftwaffe pilot in flying uniform #1 £6.95
32A.004 WWII Luftwaffe groundcrewman in working overalls £6.95
32A.005 WWII USAAF pilot in flying uniform # £6.95
32A.006 WWII USAAF armourer with a belt of ammunition £6.95
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DRA3542 Bell UH-1H Heer £29.99

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DRA5512 Me262B-1A w Engine £27.50
DRA5513 Ju88 A-6 W Balloon Cutter £37.50
DRA5522 Ta 154A-0 Moskito Nachtjager £31.50
DRA5528 Junkers Ju 88A-4 Schnell-Bomber £37.50
DRA5540 Junkers Ju 88C-6 Night Fighter £37.50
DRA5546 He 162 & Mistel £37.50
DRA5547 Ba 349D Test Flight £37.50
DRA5551 Me163 Komet with Engine £27.50
DRA5552 Heinkel He 162D £27.50
DRA5553 Mistel Ta 154 £37.50

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DRA5005 Heinkel He 219A-0 Uhu £15.99
DRA5008 Focke Wulf Ta 152H-1 £15.99
DRA5009 Dornier 335A-1 Pfeil £15.99
DRA5029 He219B-1 UHU Night Fighter £18.99
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DRA5032 P-38 Pathfinder £18.99
DRA5033 Dornier Do 335B-4 £18.99

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EDU1103 Nieuport Ni-16 Russian £10.50
EDU1104 Albatross D.III £10.50
EDU1106 Pflaz D. IIIa £10.50
EDU1107 Albatros D.Va Jasta 5 £21.60
EDU1108 Nieuport Ni-23 in Russian Service £10.50
EDU1113 P-40N/M 'Sharkmouth over China' £27.50
EDU1114 Pfalz D.III £27.50
EDU1118 F2B Brisfish £27.75
EDU1119 Yakovlev Yak 3 £21.60
EDU1120 P-39 Airacobra Mk I Dual Combo £27.70
EDU1121 Spitfire Mk22/Mk24 £28.99
EDU1122 Sopwith Camel Black Mike £19.70
EDU1124 Albatros D.V Dual Combo (2 kits in box) £27.75
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EDU8063 P-39Q Airacobra £10.50
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EDU8507 RAF Fighter Pilots 1940 £7.50
EDU8508 RAF WWII Personnel £7.50
EDU8509 VVS Fighter Crew 1944 £7.50
EDU8511 Aeronautique Militaire Francaise 1916 £7.50
EDU8512 Luftwaffe Fighter Crew £7.50

EDUARD 1/72 SCALE
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EDU7017 Fokker Dr 1 Dual Combo £13.50
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FMFB1 Kugisho D4Y1/D4Y2 Judy £18.45
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FMFB3 Nakajim Ki43 III Koh Oscar £15.95
FMFB4 IJA Type 1 Fighter Oscar (Ki-43 Late) £16.45
FMFB5 IJN D4Y2-S Night Fighter £19.45
FMFB6 Mitsubishi J8MI Shushi £15.95
FMFB7 Kugisho D4Y3 Judy £18.45
FMFB8 IJN Carrier Bomber D4Y4 £18.45
FMFB9SP IJA Type 1 Oscar Manchuria Air force £19.45
FMFB10 IJN Nakajima Kikka £17.45
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FMFB13 IJA Type 95 Fighter £18.95
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FMFL2 Messerschmitt Bf 109 F-4 £14.95
FMFL3 Messerschmitt Me 410 A1 A-3 £15.45
FMFL4 Messerschmitt Me 410 A-1/B-1 £15.45
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FMFP25 IJA Kawasaki Type3 Ki-61-1 Hei Tony Fighter £12.95
FMFP26 IJA Ki-61-1 Hei Tony 244th Air Regiment £13.95

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FJ27033/G5 Messerschmitt Bf 109K4 'Red Tulip' £14.45
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FJ35256/F43 T-38A Talon NASA £13.95
FJ330082/S4 F-14A Tomcat 'Jolly Rogers' £18.95
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FJ72194 Type 98 Reccon E11A1 w/Photo Etch £19.45

BUSES 222, U3, 727 pass the top of Horton Road. Only 2 minutes walk from West Drayton (BR) Station. Ten minutes drive from Heathrow Airport.

Caudron C.450, C.460 & C.461

DUJIN 1/72

BY DAVE HOOPER

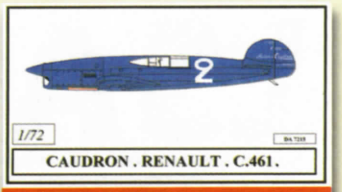
TECHNICAL DATA	
Scale: 1/72	Kit No: 7214
Price: £24.25	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 12, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants

The Caudron C.450, 460 and 461 are perhaps best known for dominating the *Coupe Deutsch de la Meurthe* races in the mid 1930s. The C.450 variant is also associated with the famous French pilot Hélène Boucher. The kits themselves, which are all fairly similar to one another, are supplied in polythene bags each containing 12-14 resin pieces, vacform canopies and a small decal sheet. Having built Dujin kits in the past I was pleasantly surprised at the improvements the company has made with regards to the moulding quality of the parts, which while not up to the kind of standards we've come to expect from Eastern Europe, were at least fairly free of air trappings. Each kit comes with at least two canopies allowing a little leeway for mistakes. The decal sheets look good, but some options

appear to be incomplete. There are no assembly instructions provided, however each package includes a well drawn set of plans and a sheet showing the various colour options. Unfortunately these only show side views so further reference material will be required to confirm positioning of wing markings.

Construction

With such a small number of pieces you would perhaps expect to make light work of these kits, but the general fit of the parts especially around the wing roots is



TECHNICAL DATA	
Scale: 1/72	Kit No: 7215
Price: £24.25	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 12, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants

poor, requiring more than generous amounts of filler. The cockpits are simple, but adequate, being made up of a floor/seat (to which I added a control column made from plastic rod) and an instrument panel. For the C.460 kit I chose to build the 1936 Thompson

Heinkel He 51

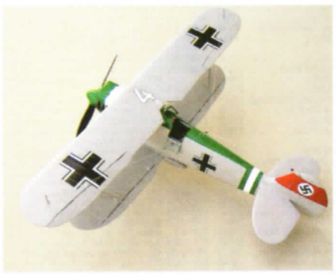
CLASSIC AIRFRAMES 1/48

BY GORDON SCOTT

The kit is offered in the usual Classic Airframes top-opening box. Inside are revised/updated parts held on two grey plastic sprues, a single clear part, a small polythene bag containing the wheels and pilot's seat and a decal sheet with four options.

Construction

The cockpit has enough detail to keep most modellers happy, although even with the separate entrance flap open little can be seen within. Detail is restrained and a light touch is needed to make the most of the instrument panels – no etched brass here! The framework



within the cockpit is well done and it all fits without having to carve away lumps from the floor or thin the fuselage sides down (ah, the good old days). The seat is resin and has a moulded seat harness that comes up well after a coat of paint. The fuselage closed up without problem and it was out with the drill bit.

Next up are the holes to accept the struts, then it's on with the lower wing, a three-piece affair with moulded-in dihedral, which fitted with just a tiny amount of filler on the rear joint.

I built the undercarriage legs next, and these are a simple butt joint to the

TECHNICAL DATA	
Scale: 1/48	Kit No: 4143
Price: £25.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 71, Resin 5, Clear 1	
Manufacturer: Classic Airframes	
UK Importer: Hannants	

lower body either side of the radiator. This latter needs a bit of help conforming to the fuselage and once these were set the stabilisers followed, then the cabane struts, and I could begin to smell paint.

Once the paint and Klear had cured I measured a piece of stretched sprue and attached an exhaust pipe at either end then fitted this assembly, infilling the other pipes directly onto the nose. This only really left the upper wing and outer struts, and this is where you have to put a bit of effort in.

There are three possible issues: the cabane struts are too long, or the outer struts are too long, or the lower dihedral is too pronounced. I blamed the outer

struts and attached the upper wing to the cabane struts. Once set I began reducing the strut length using the mark one eyeball and good old trial and error until they fitted.

Rigging was carried out using invisible thread (called invisible for good reason – two hours, strained eyes and a headache later the good lady mused 'why not run a marker down it so you can see it?').

Colour Options

All decal schemes are described as 'light grey,' and the only quoted colour reference is RLM02 for the interior. After doing some RLM document and photo based research, I offer the following observation: my view is that the light grey quoted is silver/grey finish L40/52. Looking at He 51s and Arado 68s shown in the same photo the He 51s are a much lighter colour, leading me to conclude that the Ar 68s were in the prescribed RLM63 shade and the He 51s were in the lighter silver/grey finish (no letters please!) It's down to how you interpret 'light grey' that matters; it's your kit!

That said, one option is all-over light grey with large civil registration lettering, while the other three have noses and spines in one of the traditional colours (blue, green or brown in this kit issue's case) suddenly rediscovered when the fledgling Luftwaffe was in the process of rebirth.

I took the precaution of masking the white undercoat for the two stripes and I'm glad I did, as the white decals are a touch translucent. They did a great job of conforming to the nose and tail contours though.

Conclusion

Was it worth the effort? Yes it was. It was no real effort to build! In fact it was 10 days of light relief from the current mess on my cutting board (getting a 1/48 Me 210 from a 410. I know the bleeping thing is in there somewhere).

So another well done to Classic, so much better than the original floatplane He51 release I built years ago, and I do hope they continue updating their older kits as many are still the only game in town.

SAM

Trophy winning aircraft, which required a scratchbuilt grill to be added to the port nose. The tailplane in each kit is supplied as one piece requiring the modeller to cut it into three parts and discard the centre. I found the canopy on the C.461 kit to be slightly too short, although this could have been the result of over zealous sanding of the fuselage on my part rather than originally poor fitting parts. To get round the problem I decided to display the canopy in its open position using areas from both canopies supplied to do so. The C.450 and C.460 canopies were even more troublesome as the cockpit openings are too wide for the canopies. To rectify this I closed the opening slightly using thin strips of plasticard.

On some of the kits the undercarriage parts were poorly moulded so that one half of the part was offset, requiring some careful cleaning up, but once this was done the parts didn't look too odd.

Colour options

'Blue is beautiful, blue is best. I'm blue, I'm beautiful, I'm best;' so said the Blue Cat, which just about sums up these aircraft. The C.450 and C.461 kits contain two marking options each, while the C.460 includes six, however the sheets appear to be incomplete, especially for the C.460. Many of the Caudron racers had their pilot's name stencilled on the nose of the aircraft, however only stencils for Yves Lacombe have been included on the C.460 sheet. There are also no red, white and blue strips for the Thompson Trophy winner aircraft. The supplied decals are well printed on continuous paper and reasonably easy to use although the print is slightly delicate.

Conclusion

With time and a lot of effort all these kits build into beautiful representations of the sleek Caudron racers from the golden age of aviation. The finished items are certainly eye catching in their blue livery and the real thing must have been quite a sight. The kits themselves are a little basic, but despite this, there is always an element of excitement in building models of this type as you're never quite sure how they are going to turn out.

Mine turned out pretty well and I have no problem in recommending these products to any reasonably experienced modeller or collector interested in the racing aircraft genre.

SAMI

He 162 Salamander

HOBBYBOSS 1/72

BY **TIM LARGE**

TECHNICAL DATA	
Scale: 1/72	Kit No: 80239
Price: £3.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 22, Clear 1	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	

On opening the quality box a black plastic tray holds the twenty three parts that make up this *Volksjäger*. There are three sprues, dating from 2005, two of which are in a light grey plastic, the third is clear and holds two parts, with the front fuselage being separate. All the moulding is crisp and the detail is well defined, with recessed panel lines throughout. There is a little flash here and there, but nothing to worry about. A small decal sheet is provided in a sealed bag along with a nice colour four-page instruction leaflet, which is well laid out and easy to follow.

Construction

There are just three sections to the build, the first dealing with the main fuselage/wing/ tail assembly and cockpit detail, and together this consists of seven parts, due to the simplified design of the kit. The fuselage and wings come in two parts and at this stage you will need to add weight just behind the cockpit. The cockpit itself is very simplistic, being only half depth, and there are a seat, instrument panel and joystick moulded in place.

Section two concerns the undercarriage, and again this is simplified, with the front wheel bay being quarter depth, and the main ones completely filled in. However, the detail of the undercarriage legs is very good, although the hubs, unfortunately, bear little resemblance to the real thing.

The first of two problems I encountered with the kit, was that the legs are full length, with no allowance for the filled-in wheel bays, so it's necessary to cut the legs down by 5mm for the front and 7mm for the main, to enable the aircraft to sit properly.

The last section deals with the four-part engine and canopy, and the engine is made up separately, then added to the fuselage, which will make painting easier. The clear canopy is a one-piece item, secured into place by two tabs either side, and fits very nicely.

Now for the second problem - the tail sitting. I managed to get some lead into the cockpit, hiding it by building an instrument shroud and filling up the front wheel bay with as much as it would take. This proved to be insufficient, but as luck would have it I hadn't glued the engine to the fuselage, it being a push fit. A hole was drilled as far forward as possible, gaining access to the cavity behind the cockpit, and more lead was added, solving the problem once and for all! You have been warned.

Colour Options

Two options are given, one is White 4 from 1./JG1, with the typical pre-painted Volksjäger finish, while the other choice is very interesting being a Soviet test aircraft from 1946, Red 02, finished in all-over light grey. The decals are well printed with national and individual markings, however the red arrows on the nose of White 4 are orange instead of red, while on Red 02 the soviet stars should have a red and white border and the intake should also be painted red. There are no stencils provided, so you will have to raid the spares box. The decals themselves settled down to the surfaces extremely well, requiring just warm water.

Conclusions

This is meant to be an easy-build-kit, but due to the problems with the undercarriage and tail sitting, it's a bit of a job. For the experienced model builder, right now this is the only *Volksjäger available in 1/72. The* exterior detail is good, but unless you can track down Dragon's little gem, there's a bit of work ahead to make a quality He 162 in this scale. On the other hand £3.99 is not a bad price to pay for the overall package and the Soviet decals are most welcome.

SAMI

Bristol Sycamore HR.14

GLENCOE 1/72

BY **DAVID HOLMAN**

TECHNICAL DATA

Scale: 1/72	Kit No: 04001
Price: £12.00	
Type: Injection Moulded Plastic	
Manufacturer: Glencoe	
UK Importer: Pocketbond	

This little kit has been around for a long time and is always very welcome. The kit is typical of the period in which it was first produced, incorporating grey plastic with over-scale raised rivet detail and thick clear parts. The instruction sheet displays some very clear diagrams including one of the rotor head assembly, and there is also some useful reference information referring to modelling articles featured in model magazines and also my old favourite, The Illustrated Encyclopaedia of Aircraft.

Construction

Assembly begins with the rather basic cockpit which is in dire need of updating. There are some useful photos on the IHM website if you wish to do this. You will definitely need to add some nose weight as the centre of gravity on the actual helicopter guarantees this model to be a tail sitter.

The fuselage halves fit well for the age of the kit and just a little filling and sanding was required at the front and rear of the model. Moving on to the rotor head, this has you fitting twenty separate pieces to form this intricate part of the model and when all assembled really does look very good. The front crew entry doors can be positioned open, but due to the lack of interior detail, I attached them closed. I also noticed that the characteristic fuselage engine vents for the 550 hp Alvis Leonides piston engine are under scale and would benefit from being removed from the surface detail altogether and replaced with some more accurate scratch-built examples.

The main undercarriage struts are accurate enough, with the correct dihedral, but I was very disappointed with the nose-wheel as this was completely inaccurate in design and will need replacing. The rear stabiliser on the tail boom is best fitted after finishing the model as are the rear and main rotor blades.

Finishing

The decal sheet provides for seven machines, three camouflaged RAF, three yellow RAF Rescue aircraft and one Royal Australian Air Force in silver finish. I chose to finish this review sample using Xtracolor Rescue Yellow enamel and the markings on the decal sheet for a 103 Sqn. RAF machine based in Cyprus during the early 1960s. The centres in the RAF Type D roundels were slightly off centre and in the end had to be replaced with some Xtradecal alternatives as they broke up in the water. I also felt that the Royal Air Force stencils were a little too bold, but couldn't find any suitable replacements in my decal bank to change them.

Conclusion

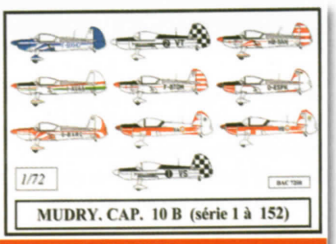
The finished model measures out at a length of 21cm which is slightly over scale when using an online scale calculator. To conclude, a lot of extra work would be required to make this an accurate Sycamore, but there are some bonuses with that rotor head ensemble and I have seen some completed models of this kit with the rotors in the folded position which adds a bit more interest. Some will be pleased to have a go at building this re-release, but I suspect many will be waiting for the release of the CMR resin kit.

SAMI

Mudry CAP10B

DUJIN 1/72

BY **ANDY McCABE**



TECHNICAL DATA

Scale: 1/72	Kit No: 7208
Price: £25.25	Decal Options: 10
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 12, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants

The Mudry CAP 10 first flew in August 1968 and was quickly followed by the CAP10B. Powered by a Lycoming AE10-360-B2F 4 cylinder, 180hp air cooled engine, the aircraft is designed as a trainer/aerobatic type, which was derived from the Piel Super Emeraude. The aircraft has a maximum speed of 270 km/hr and a service ceiling of 5500m, and over 300 have been built.

The kit is supplied with 15 resin parts and two vacform canopies, a selection of A4 instruction sheets that give various operator/owner colour schemes and assembly details, and one decal sheet that has the serial codes and maker's stencils only.

Construction

There are not that many parts to this kit so once everything has been separated from the pouring gates and washed in warm soapy water, construction is quite rapid.

The cockpit consists of a floor, two seats, two control columns and an instrument panel. There are no painting references for the interior colours so a bit of detective work was needed on the Internet – and a bit of artistic licence too. The fuselage is split into two sections, while the wing is a solid one-part item that fits into a recess in the bottom, and the two horizontal tail stabilisers simply butt join to the tail.

The two mainwheel undercarriage legs seemed to be slightly too long and measuring them against the scale drawing supplied with the instructions confirmed my suspicions, so I trimmed them to length and fitted them to the wings. The canopy is a vacform item and you do get a spare, which I needed after over-zealous trimming of the first one. Watch out here, as the cut lines are not very well defined so mistakes are easily made.

The tailwheel was glued into position, and apart from the propeller the construction was finished.

Colour Options

The model was sprayed with an undercoat of acrylic white primer and despite my pre-washing the parts the paint still separated in various places. The release agents used during the casting process must be very strong as no matter what I used the result was still the same and it took copious amounts of paint to get it right.

Nine sets of markings are supplied on the decal sheet and the overall colour is the same for all - basically Gloss White. Some pretty colourful schemes can be applied to this aircraft, but none of them are supplied on the decal sheet and you have to create the version of your choice yourself – as I did. You will have to be pretty nifty with the masking tape if you plan on painting some of them.

Conclusion

Not a very long review I'm afraid, but there are not very many parts to the kit and it is not a complicated one to build either. The parts are nicely cast and fit together just as well, although care does need to be taken with the vacform canopy.

You could go wild and create any markings you wish as these aircraft are used by many Aerobatic Display pilots and training companies. This is quite a neat little kit of a widely used and popular aircraft, and deserves to sell well.

SAMI

MOTOR BOOKS

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Feature of the month

Avro Lancaster, 1941 Onwards
Owners Workshop Manual

Author: Jarrod Cotter & Paul Blackah
Publisher: Haynes Publishing
£17.99

Anyone who is familiar with the popular Haynes Motoring Workshop Manuals will be interested to see that Haynes have now began to do a series along the same lines on Classic Aircraft. Hot on the Heels of the first in the series 'Spitfire, 1936 Onward, all marks' £17.99 comes the second in the series on the Avro Lancaster. While not strictly a 'hot to fix it' workshop manual like the car versions these books are a technical look none the less. Beginning with a history of the aircraft a more technical appraisal is then made with plans, drawings, detailed photos and specifications explaining the ins and outs of the aircraft and what makes it work from start up to landing through 160 pages.

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Take It Easy

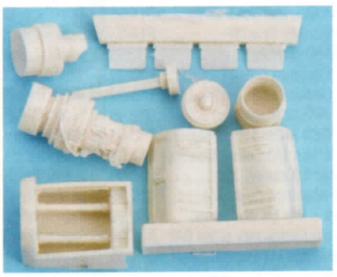
Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

CMK

Collected at Eday in Prague from the CMK stand was a selection of their latest releases. These are divided into two ranges, the first in the familiar yellow boxes is their standard range of super detail and figure sets. The second, in the Green packets, is the new 'Quick & Easy' range, which supplies simple updates like resin tyres to replace the plastic eating vinyl examples in the AMT Tigercat.

UH-1D Interior set



UH-1D Engine set

1/48

UH-1D Interior set
Part 4199 Price: £18.70
Designed for: Italeri

UH-1D Engine set
Part 4200 Price: £13.80
Designed for: Italeri

Wellington Crew Part 1

Wellington Crew Part II

F7F-3 Tigercat

Wellington Crew Part 1
Part F48190 Price: £TBC
Designed for: Trumpeter

Wellington Crew Part II
Part F48191 Price: £TBC
Designed for: Trumpeter

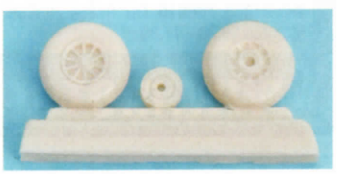
F7F-3 Tigercat
Part Q48038 Price: £TBC
Designed for: Master Kit

P-51 B/D Wheels
Part Q48039 Price: £TBC
Designed for: Master Kit

Conclusion

The UH-1 set adds an amazing amount of detail to the Italeri kit, and the RAF crew figures will be welcomed by many. Products are available in the UK via Hannants, and in the US from Squadron.

SAMI



P-51 B/D Wheels

Vixen Mix

FAA MODELS

If the aircraft of the Royal Navy is your thing then you will have been waiting for Xtrakit and MPM Sea Vixens with bated breath. And now the kits are hitting the hobby shop shelves FAA models have launched a whole range of detail sets so you can really go to town on the Sea Vixen. The instructions supplied in each set are very well done supplying construction shots combined with detailed text covering assembly and painting. These, of course, are featured in our Modeller's profile elsewhere.

FAAM 72005 Sea Vixen Radar Set

1/72

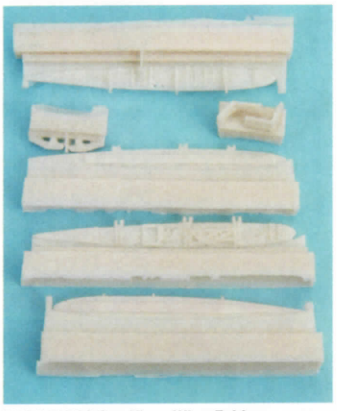
FAAM 72004 Sea Vixen Upgrade set
Price: £8.00

This set provides new ejection seats, engine section and airbrake bays. Some modifications to the kit parts are needed and these are clearly shown in the instructions.

FAAM 72005 Sea Vixen Radar Set
Designed for: Xtrakit/MPM Price: £6.00

This set enables you to open up the radome to reveal a detailed radar assembly.

FAAM 72004 Sea Vixen Upgrade set



FAAM 72006 Sea Vixen Wing Fold

FAAM 72006 Sea Vixen Wing Fold
Designed for: Xtrakit/MPM Price: £6.00

For those with a lack of display space, a simple set to fold the wings - to use this set you will need to pay attention to the instructions and follow the old advice of 'measure twice and cut once.'

Conclusion

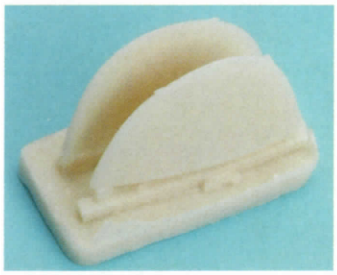
The casting on these sets is first class and if you use all three sets you will have a spectacular Sea Vixen on display. Now all I hope is that FAA will scale these sets up to 1/48 in time for the large scale kit's release.

Available from www.a2zeemodels.com.

SAMI

Top Tips

ALLEY CAT



Halifax Extended Wing Tips

The latest releases from Alley Cat are both for Heavy Bombers of the RAF, not a field that is well catererd for by the aftermarket companies.

1/72

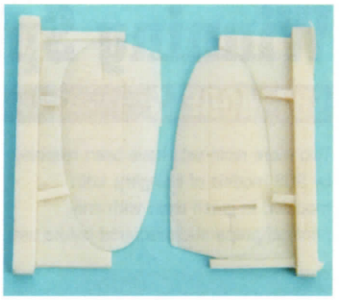
Halifax Extended Wing Tips
AC72005C

Lincoln Style Tail and Rudder
AC72004C

Conclusion

These are simple sets that will allow you easily to model a RAF heavy bomber that is slightly different from the rest. The Revell kit is state of the art and will look good with the large Lincoln rudder. The Airfix Halifax is, of course, a venerable tooling, and adding wingtips will only be the start of a major project to create a first class model.

All items can be purchased from the website at www.a2zeemodels.com – or if you're at Telford, pop over to the A2Zee stand and ask for a 1/144 Sea Vixen!



Lincoln Style tail and Rudder

SAMI

Big Crusade

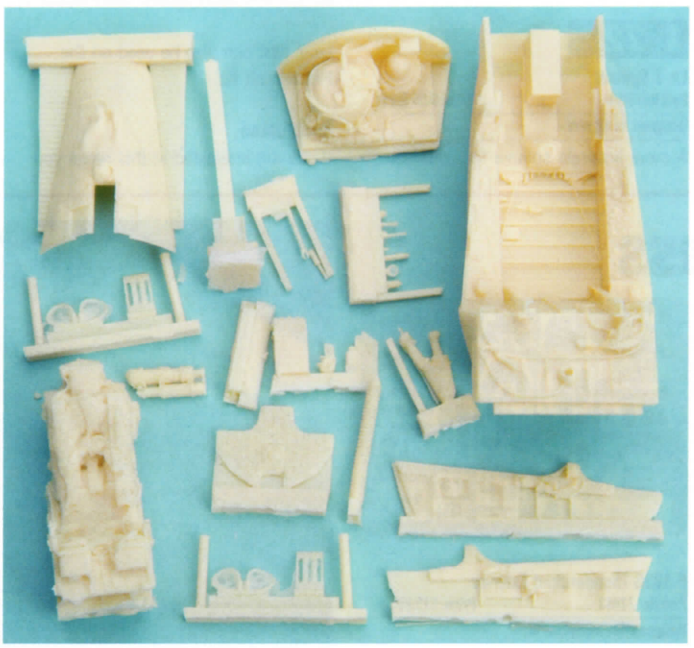
AVIONIX

All change with the Avionix range, as it now comes under the Squadron/Signal banner, and their latest release sets a record. I have had accessories come in the same week as a new kit but I have never had one released some months before the kit it is designed for reaches the market place!

1/32

F-8E Crusader (early)
Designed for: Trumpeter **Price: $35.96**

This is a typical Avionix set with some beautiful castings that are far superior to anything possible in injection moulded plastic. The instructions use a mix of photos and text to guide you through the assembley process and the small modification required to the Trumpeter kit.



F-8E Crusader (early)

The cockpit is made up from 25 parts and the ones that stand out for me are the ejection seat with its realistically draped straps, and the instrument cowling with a nice fabric effect. The instrument panel itself is well cast but the bezels are plain so you will need to exercise some clever painting or use some instrument dial decals.

Conclusion

As no one outside IPMS Philippines has seen a Trumpeter Crusader yet it is hard to say exactly how much of an improvement this will be on the kit parts, but based on prior experience it should make a huge difference, and I am sure we will see this set again in a future build article.

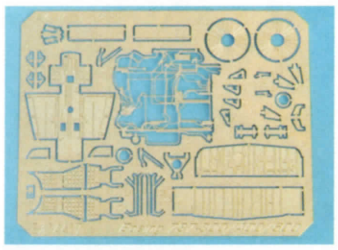
All Avionix products are now available from Squadron at www.squadron.com

SAMI

Extra Special

EXTRA TECH

At Eday we were passed some of the latest sets from Czech manufacturer Extra Tech. Two sets are in their 1/144 airliner range, which adds some useful detail to these small scale kits, and as far as I am aware Extra Tech are the only manufacturer producing etched brass to cover this. The next two sets are general detail sets – the first for World War One aircraft which includes spoked wheels, seat belts, trim wheels and turnbuckles, the second provides strips of rivets with different spacings, and though marked as 1/72 scale these can also be used in larger scales as well.



Boeing 737-300/400/500

1/144

Boeing 737-300/400/500
Number: EX14417 Price: TBC
Designed for: Skyline

Ilyushin Il-86
Number: EX14418 Price: TBC
Designed for: Zvezda/Revell

1/72

Structure Elements Part1
Number: EX72163 Price: TBC
Designed for: N/A

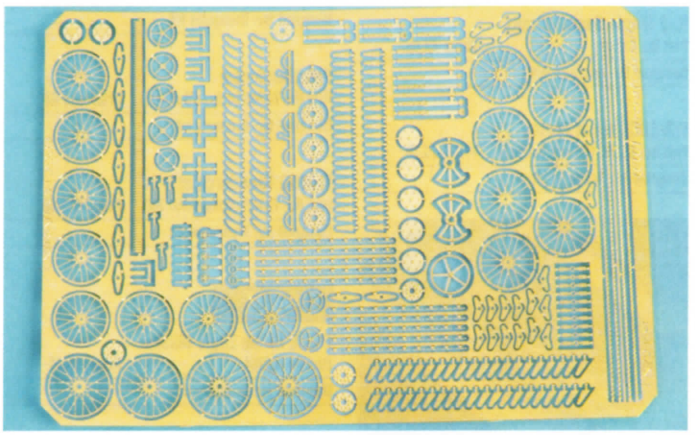
WWI Aircraft details
Number: EX72164 Price: TBC
Designed for: N/A

Conclusion

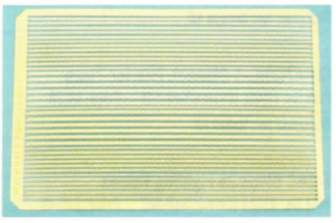
My favourite set of this selection is the one for Skyline's superb 737 as it includes detailed wheel bays, which would look superb if you mounted your model on a mirror display base.

UK stockists are Aeroclub, and anyone modeling civil aviation subjects in 1/144 would do well to check out the small, but growing, range.

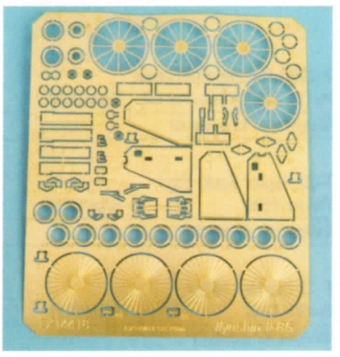
SAMI



W.W 1 Aircraft details



Structure Elements Part1



Ilyushin Il-86

Winning Spinners

SBS MODELS

Two more resin sets have been released by SBS models of Hungary, both moulded in green resin with only minimal preparation required before use.

LA-7 Spinner

1/48

He 219 UHU Short Spinner and Propellers
Part No48005 Price: 6.50 Euros
Designed for Tamiya

I was not aware that the Tamiya He 219 did not have accurate prop blades, nor that the type had two styles of spinner, a long and short version. SBS had noticed and one of their first releases was a set of corrected propellers with the longer spinner and they have now released a set that includes the blades plus the shorter spinner.

1/72

La-7 Spinner
Part No72001 Price: 6.50 Euros
Designed for Eduard

A more accurate spinner for Eduard's La-7 that can also be used on the Hobbycraft kit.

He-219 UHU Short Spinner and Propellers

Conclusion

If you are interested in this range you can view it online at their new website www.sbsmodel.com where you can also find contact and ordering details.

SAMI

Colour of Brass

EDUARD

More good stuff from Eduard this month, with a heavy focus on fast jets. The Trumpeter F-105G in particular gets close attention, while in the big scale, the 1/32 Warhawk from Hasegawa gets some nice upgrades in the shape of flaps and gun bays.

1/72

F-105G Thunderchief Masks
Part No: CX221 Price: £3.60
Designed for: Trumpeter kit

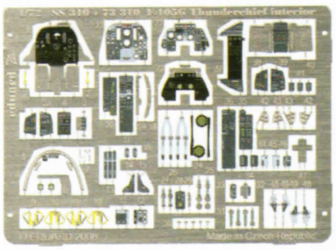
IL-2 Single Seater Masks
Part No: CX222 Price: £3.60
Designed for: Academy kit

F/A-18C Hornet Zoom
Part No: SS306 (Colour/Self-Ad) Price: £5.70
Designed for: Academy kit

F-105G Thunderchief Zoom
Part No: SS310 (Colour/Self-Ad) Price: £5.70
Designed for: Trumpeter kit

F-22 Raptor Bomb Bay
Part No: 72481 Price: £15.40
Designed for: Revell kit

F-22 Raptor Ladder
Part No: 72482 Price: £3.99
Designed for: Revell kit



F-105G Thunderchief Exterior
Part No: 72483 Price: £13.85
Designed for: Trumpeter kit

F-105G Thunderchief Ladder
Part No: 72484 Price: £5.70
Designed for: Trumpeter kit

F/A-18C Hornet
Part No: 73306 (Colour/Self-Ad) Price: £17.99
Designed for: Academy kit

F-105G Thunderchief
Part No: 73310 (Colour/Self-Ad) Price: £13.85
Designed for: Trumpeter kit

1/48

F-15E Strike Eagle Masks
Part No: EX254 Price: £5.70
Designed for: Academy kit

C-47 Skytrain Masks
Part No: EX256 Price: £6.70
Designed for: Trumpeter kit

F-16C Block 25 Fighting Falcon Zoom
Part No: FE419 (Colour/Self-Ad) Price: £5.70
Designed for: Tamiya kit

CH-47C/HC-1 Chinook Interior Zoom
Part No: FE421 (Colour/Self-Ad) Price: £6.70
Designed for: Italeri kit

F-16C Block 25 Fighting Falcon
Part No: 49419 (Colour/Self-Ad) Price: £15.40
Designed for: Tamiya kit

CH-47C/HC.1 Chinook Interior
Part No: 49421 (Colour/Self-Ad) Price: £12.85
Designed for: Italeri kit

CH-47C/HC.1 Chinook Cargo Seatbelts
Part No: 49422 (Colour) Price: £13.85
Designed for: Italeri kit

1/32

P-40E Warhawk Masks
Part No: JX080 Price: £6.70
Designed for: Hasegawa kit

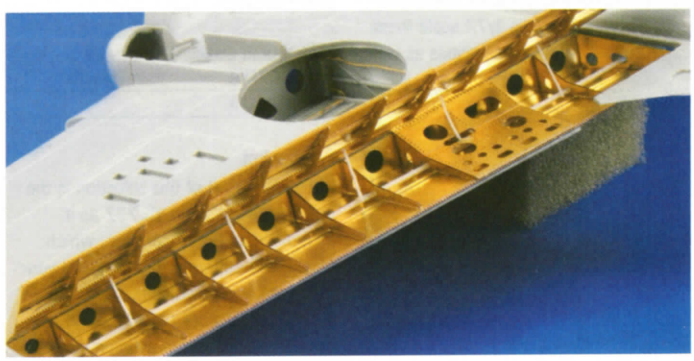
P-47M Thunderbolt Exterior
Part No: 32200 Price: £18.99
Designed for: Hasegawa kit

P-40E Warhawk Landing Flaps
Part No: 32207 Price: £17.99
Designed for: Hasegawa kit

P-40E Warhawk Gun Bay
Part No: 32209 Price: £17.99
Designed for: Hasegawa kit

As ever, Eduard have come through with some very useful items, and the colour sets just seem to get better and better. Check out further items on the website at www.eduard.com Importers are Hannants and LSA for the UK, and Squadron MMD for the US.

SAMI



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1/72nd Italeri kit

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8972	De Havilland Dove Srs1, Decals for Dan Air	£25.25
8872	DH Heron Srs1/2, conversion/upgrade for Airfix kit. 2 sets of parts to build a Srs1 and Srs2. Decals for Dan Air and Addendum decals for Jersey Airlines, for use with Airfix decal sheet	£18.25

8772	Bristol Type 148		£18.25	8672	Bristol Type 146		£18.25
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***= Optional parts; C= Conversion; D= Decals; 3, 4, 5 etc= Number of decal options**

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Kit of the month!

New from XTRAKIT
XK72005 1:72 Gloster Meteor T Mk 7 (new tooling) £11.99
Includes decals for WF722/Y Target Towing Flight, RAF Akrotiri, Cyprus 1965 and WL380 74 Sqn RAF Horsham St Faiths, 1958. Also includes a canopy paint mask. (Alternative decals are available for you to buy on Xtradecal X72087)

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Navy Colours

Aftermarket decal sheets are another of those crucial aspects of the hobby that excite much attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

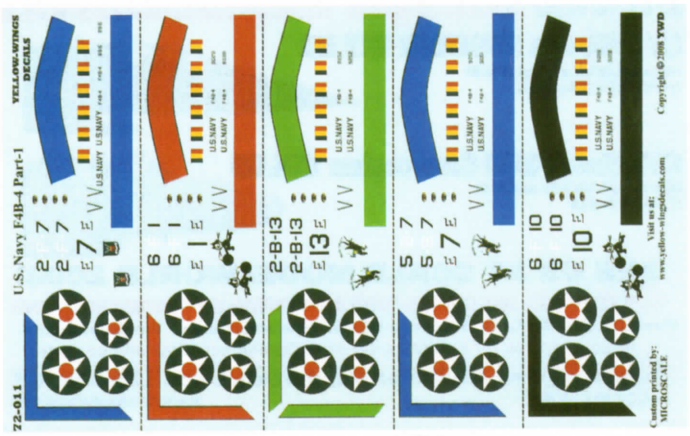
YELLOW WINGS

Just received from Yellow Wings is a mass of new releases, so many in fact that I will have to cover them over two months. I am at a loss to describe these sheets, as they are simply superb, and I was particularly pleased to see the long awaited Boeing F4B-4 sheet in 1/32.

1/72

YW72-011 USN F4B-4 Biplane Part 1 VF-2, VF-6, VB-2, VB-5

This sheets supplies markings for five aircraft, including tail and wing bands, and these are complemented by either white, yellow or green tail surfaces.



YW72-011 USN F4B-4 Biplane Part 1 VF-2, VF-6, VB-2, VB-5

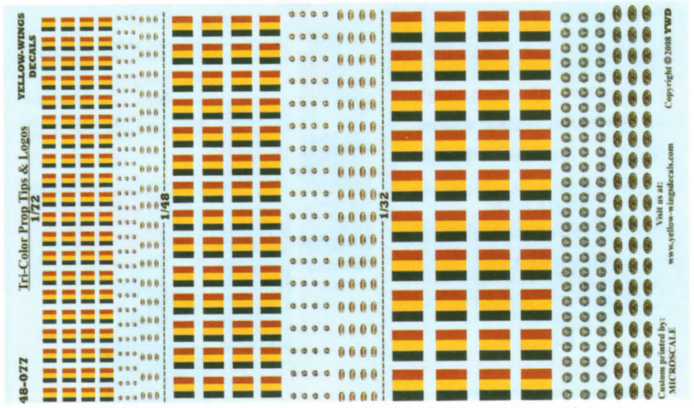
1/48

YW48-006 Completely revised Pre-WWII 1937-41 USN TBD-1 Devastator Complete Aircraft Pkg. VS-42 Ranger & VS-71 Wasp

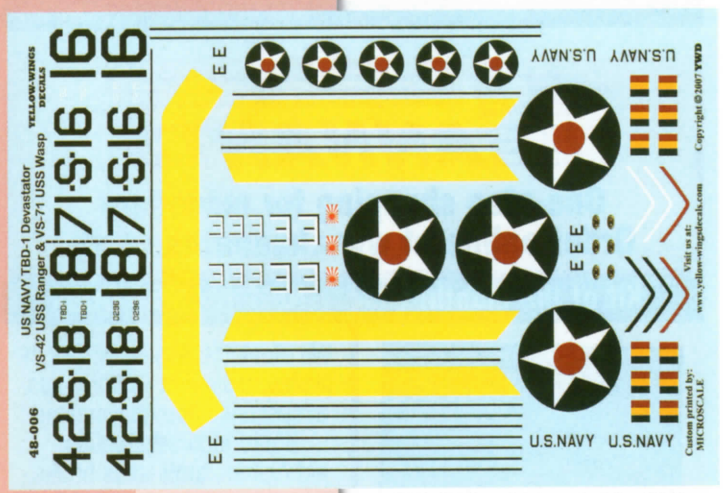
A reissue of a previous sheet with everything you need to produce any Devastator from either VS-42 or VS-71.

YW48-014 1940/41 US Navy & Marine Corps SBD-1/2 Dauntless complete package

Though not in front line service for very long the first version of the Dauntless did make it into two Navy squadrons, which carried attractive yellow or blue tail markings to add even more colour.



YW48-014 1940/41 US Navy & Marine Corps SBD-1/2 Dauntless complete package



YW48-006 Completely revised Pre-WWII 1937-41 USN TBD-1 Devastator Complete Aircraft Pkg. VS-42 Ranger & VS-71 Wasp

1/32

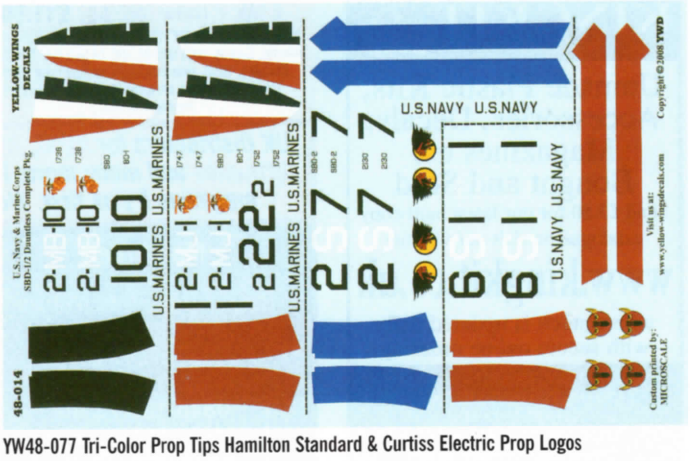
YW32-007 USN F4B-4 Biplane VB-2, VF-3, VF-6, USMC F4B-4 Biplane VF-10M

This sheet brings the vintage Hasegawa kit up to date in the decal department with four nice options.

Various Scales

YW48-077 Tri-Color Prop Tips Hamilton Standard & Curtiss Electric Prop Logos

Despite its 1/48 scale catalogue number this sheet provides enough decals for 20 X 1/72, 14 X 1/48 and 10X1/32 tri-colour propeller tips plus manufacturers' badges.



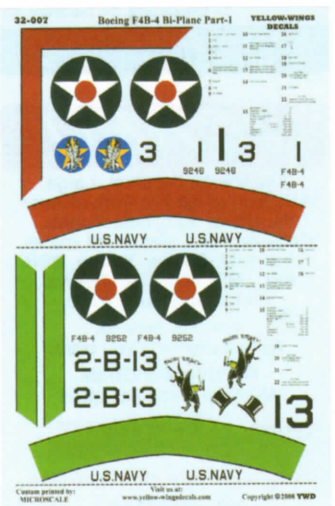
YW48-077 Tri-Color Prop Tips Hamilton Standard & Curtiss Electric Prop Logos

Conclusion

As always these sheets constitute a masterwork on US Navy markings between the wars and should be purchased by anyone with an interest in the subject and of course you will have the added benefit of being able to produce these colours in model form as well.

Yellow Wings can be purchased in the UK from Hannants, and also online at www.yellow-wingsdecals.com

SAMI



YW32-007 USN F4B-4 Biplane VB-2, VF-3, VF-6, USMC F4B-4 Biplane VF-10M

Post War Mossies

FREIGHTDOG DECALS

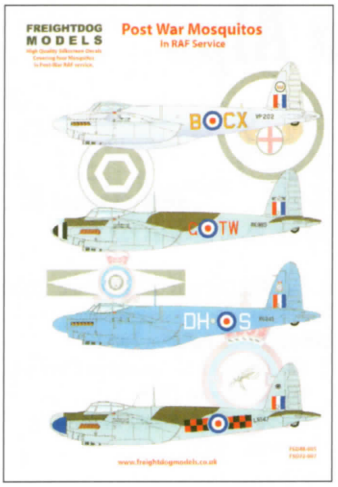
A large selection of Mosquito variants, all of which will involve modifying the Tamiya kit with Paragon resin. The schemes are very attractive and who cannot fail to be tempted by a PRU Blue Mosquito!

The centre red dots for the roundels are supplied as separate parts to ensure perfect registration. The instructions are in full colour and include four-view drawings of each option with colours keyed to five manufacturers' paint ranges.

1/48

FSD48-005 Post War Mosquitos in RAF Service

1. De Havilland Mosquito NR.36, LR147, E of 85 Squadron, RAF, RAF, West Malling, 1951
2. De Havilland Mosquito NR.36, RK985, TW.G of 141 Squadron, RAF, 1949
3. De Havilland Mosquito PR.34, RG245, DH.S of 540 Squadron, RAF, RAF Benson, 1948
4. De Havilland Mosquito B.35, VP202, CX.B of 14 Squadron, RAF, RAFG Wahn, Germany 1949



Conclusion

This sheet is being printed in a very limited run and is also available in 1/72 so if Post War RAF aircraft are your thing visit www.freightdogmodels.co.uk to order your sheet ASAP or miss out for ever.

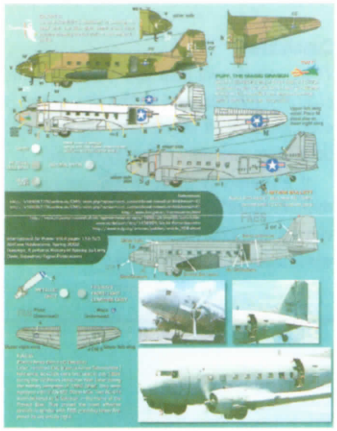
Freightdog will be at Telford, with a wide range of post-war RAF materials, as well as their new take on the Pegasus range, so take a look while you're there.

SAMI

Spooky News

ZOTZ DECALS

For those not familiar with Zotz Decals this Mexican company produces some of the finest decals in the world both under their own brand name and for many other decal manufacturers. Their latest sheet for the AC-47 Spooky is just in time for the new Monogram kit, even more so as the kit decals are inaccurate. The sheet includes full colour instructions, which supply historical information as well as a clear placement guide and a number of thumbnail photographs.



1/48

ZTZ 48/030 AC-47D Spooky Gunship in SEA & EAS

1. Spooky 71. Serial #43-49770. Medal of Honor mission, 24.02.1969, 3rd SOS Bien Hoa AB. Flying overlong Binh Army Post
2. OS Spooky. Serial # 43-49010, Udorn AB, RNV, 432nd TRW, flying base defence, Lima Site support and Trial Inderdiction missions. This Spooky has a scoreboard of 100 troops KIA, five AAA guns placed out of action and three trucks destroyed
3. Casper. Serial #43-49211, stationed at Danang AB, RNV with the 4th SOS 1969. Doesn't have photos showing the tail code. It was either EL or EN
4. *Puff the Magic Dragon*. Serial # 43-48579, one of three original FC-47D operated by the 1st ACS. Armed with 3 7.62MM Miniguns. 2 on modified rear window openings with a third in the open cargo door
5. FAES (Fuerza Aerea Ejercito El Salvador). Later renamed FAS (Fuerza Aerea Salvadorena) Fantasma. AC-47Ds were first used in July 1969 during the 100 hours Honduran War. Later during the military campaign of 1982-1992. They were equipped with 3 AN-M3. 50cal MGs. Two AC-47s were delivered to El Salvador in the frame of the Project Elsa. They proved the most effective aircraft in service with FAS, providing heavy firepower by day and by night

Conclusion

Like all Zotz decals these are well produced with informative instructions and I certainly like the choice of subject matter.

Zotz decals can be purchased from A2Zee Models, and for more information visit their website at www.a2zeemodels.com

The full Zotz range, including forthcoming releases, can be viewed at their website at www.Zotz.com

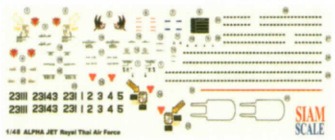
SAMI

Buy Thai

SIAM DECALS

Few companies market decals for the Thai Air Force, so the field was open for a Thai company to fill the gap. Siam decals have a large range of sheets in all the major scales from 1/144 to 1/32, predominantly for Thai aircraft.

SSM32018 F-8/F Bearcat Royal Thai Air Force



SSM48001 RTAF Alpha Jet

1/72

SSM72006 Broncos and Alpha Jets

1. OV-10C Bronco. Royal Thai Airforce Wing 41 Sqn. 411
2. Alpha Jet. Royal Thai Airforce Wing 23 Sqn. 231

1/48

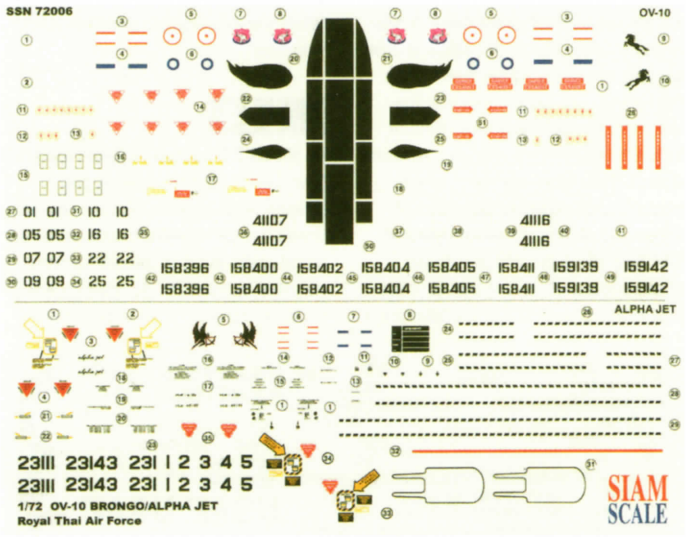
SSM48001 RTAF Alpha Jet

1. Alpha Jet Wing 23 Sqn. 231 Udornthanee AB
2. F8F 43 Sqn. Taklee ABF
3. F8F 12 Sqn. Donmeaumg ABF

1/32

SSM32018 F-8/F Bearcat Royal Thai Air Force

1. F8F 23 Sqn. Khokratiem ABF



SSM72006 Broncos and Alpha Jets

Conclusion

These decals are well produced and the instructions supply all you need to build an attractive model. I was particularly taken with the markings for the Bearcat and can see myself building one of these in the near future.

To purchase these decals you can order from http://flightdecs.ca

SAMI

Scaling Down Alps

STARFIGHTER DECALS

More decals to make the Editor's day as Starfighter have released a selection of 1/144 decals for classic jet types. These are printed on an Alps printer, so are more delicate than silk screen printed decals but the registration is spot on - no mean feat in this size. The full colour instructions clearly show the position of the decals and the only problem is finding some of the kits to put them on, as in the UK they are quite rare.

144-125 RA-5C Vigilantes Part 1

3. IAI KFIR C-2 and C-7 ATAC inc. 2008

144-125 RA-5C Vigilantes Part 1

1. RA-5C RVAH-12 Spear tips CVW-14 USS Enterprise 1975
2. RA-5C RVAH-6 Fleurs CVW-8 USS America 1972

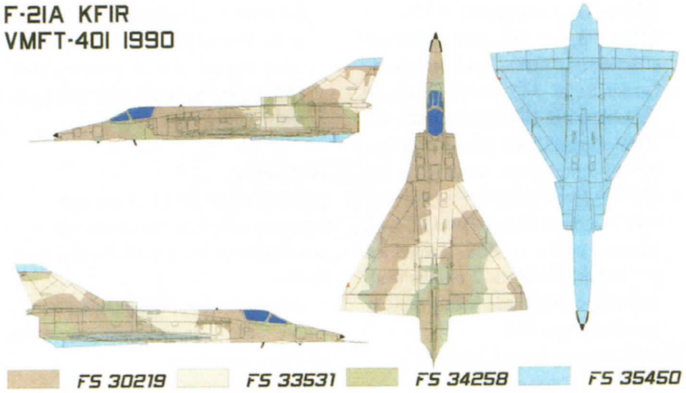
144-126 RA-5C Vigilantes Part 2

1. RA-5C RVAH-9 Owls CVW-8 USS Nimitz 1976-77
2. RA-5C RVAH-11 Checker Tails CVW-9 USS Constellation 1972

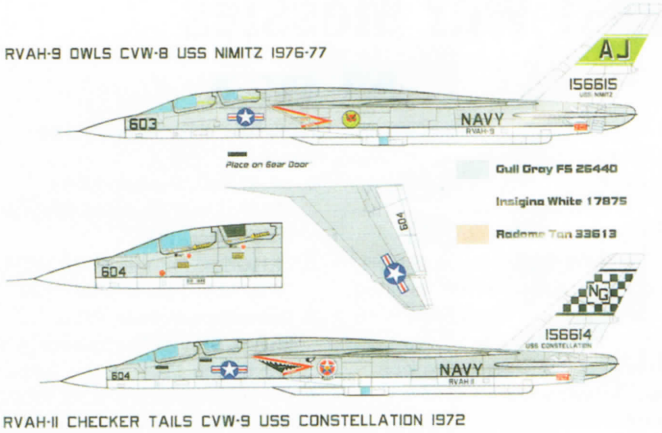
1/144

144-100 F-21A Adversaries

1. F-21A KFIR VF-43 1988
2. F-21A KFIR VMFT-401 1990



144-100 F-21A Adversaries



144-126 RA-5C Vigilantes Part 2

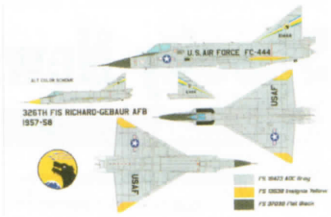
144-128 F-102A Pt. 2 ANG Squadrons

144-127 F-102A Pt.1 USAF Squadrons

1. F-102A 329th FIS George AFB 1960
2. F-102A 326th FIS Richard-Gebaur AFB 1957-58
3. F-102A 57th FIS Keflavk AFB 1966-67

144-128 F-102A Pt. 2 ANG Squadrons

1. F-102A 118th FIS Greater Pittsburgh IAP 1975
2. F-102A 134th FIS Burlington IAP 1967
3. F-102A FIS MC Entire ANGB 1969



144-127 F-102A Pt.1 USAF Squadrons

Conclusion

These decals will help you produce some colourful models, and in this tiny scale even building all the options will not take up a large amount of display space.

If you are interested in this manufacturer's range they can be viewed and ordered online at www.starfighter-decals.com

SAMI

Masters of the Universe

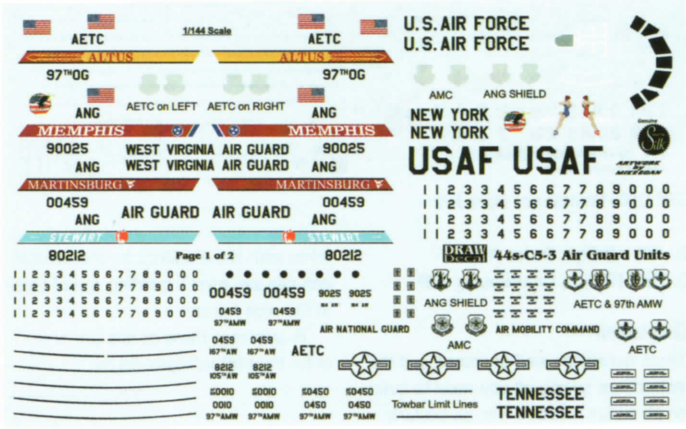
DRAW DECALS

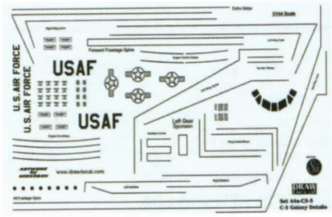
Having sounded off about these decals in last month's News, the Editor is now weak at the knees having them in his possession, and urges anyone in the vicinity of the DRAW Decals stand at Telford to pay them a visit and get some of their own. Soon, we hope, whole squadrons of neglected Galaxies will swarm out of lofts the world over and take their place proudly next to the empty spaces where one day all those new-tool F-15s, F-16s and pretty much everything else the USAF currently flies, that have not been tooled in 1/144 since before the Ark! Get on board the Galaxy train now!

1/144

Set 44s C5-3 C-5 Galaxy Air Guard and AETC

This sheet covers the current grey scheme worn by the ANG Galaxies, and covers a mass of aircraft from not only Guard units, but also aircraft formerly operated by the 97th Air Mobility Wing of the Air Force Education and Training Command. The sheet includes plenty of spare serials as well as a canopy decal for those who blank off the cockpits on aircraft in this scale. National markings and some stencilling is also included, as well as the coloured tail stripes that characterise these aircraft.



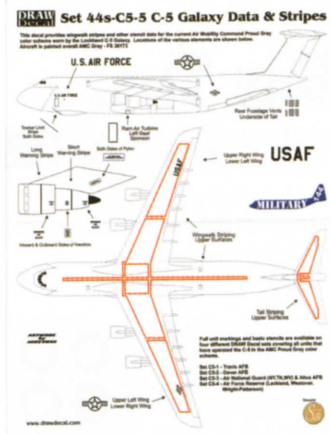


This, and the other sheets are well worth investing in, not only for the decals, but for the instructions as well, which give a wealth of information.

A nice touch is the inclusion of a 'Let's Roll' spirit of 9/11 nose art, as well as *Memphis Belle* artwork for 69-0025 of theTennessee ANG. Both will no doubt prove popular choices.

Set 44s C5-5 C-5 Galaxy Data and Stripes

Includes walkway stripes and data placards for one complete aircraft, as well as national markings and a fake wind-screen. Essential companion to sets 1-4!



Conclusion

Superb work! The beauty of a 1/144 collection lies in the ability to display the biggest aircraft next to the smallest in a way no other scale allows. Here we now have the way forward for the big stuff. Now will someone please give us some new US fighters?

Check out DRAW at Telford, or visit the website at www.drawdecal.com

SAMI

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35 - F/A-18C VFA-37 OIF 2006-2008	€ 18,00	15 - S-3 Viking Folding wing set (Has)	€ 27,00
36 - F/A-18F VFA-154 2004-2006	€ 14,00	**KAGERO MONOGRAPHS**	
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09 - Zlin Z-242L	€ 10,20	602 - Fury FB.II exterior (TRUMP)	€ 18,60
10 - Zlin Z-242L Military trainer	€ 10,20	**EDUARD 1/72 PHOTOETCHED**	
11 - Mraz M-1C Sokol	€ 10,20	480 - A-20G Havoc exterior (MPM)	€ 9,10
14 - Zlin-326 Trener Master	€ 10,20	485 - F-22 Raptor exterior (REV)	€ 18,60

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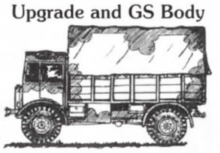
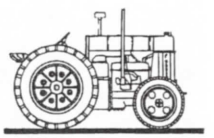
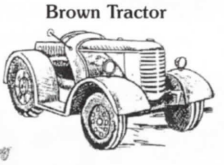


1/72nd & 1/144th Albion AM463 Refueller Truck

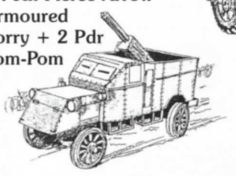


1/48th Fordson "N" Type RAF Tractor

1/72nd David Brown Tractor



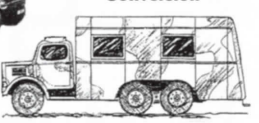
1/76th Pierce-Arrow Armoured Lorry + 2 Pdr Pom-Pom



1/144th Beaverette Mk III

1/76th 6x4 Searchlight Lorry Conversion

1/76th Austin K6 RAF Crew Coach Conversion



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Wooden Stuff

KITS AT WAR

I have heard the Mosquito referred to as the Wooden Wonder but never as the Plastic Wonder, but that is how Kits at War describes their latest release. This sheet includes no fewer than twelve options, some of which you will have to modify from the Tamiya kit using the conversions produced by Paragon. The decals supply all the major markings for each option but stencilling and some national insignia will have to come from the kit. Clear full colour instructions supply a guide to the decals placement.

1/48

DDK48022 The Plastic Wonder

1. Mosquito B.IV series ii. DZ534 AZ-H, 627 Sqn. RAF Woodhall Spa 1944
2. Mosquito B.IV series ii. DZ637 P3-C, 692 Sqn. RAF Graveley 1944
3. Mosquito B.IX. ML922. GB-Y. Oboe Leader markings.105 Sqn. RAF Bourne 1944
4. Mosquito B.XVI. ML966. P3-P, 692 Sqn. RAF Graveley 1944
5. Mosquito B.XXV (Canadian built). KB462 GR-B,162 Sqn. RAF Bourne 1944
6. Mosquito FB.XVIII Tsetse (Mollins 57mm gun in nose). PZ468 QM-D, 248 Sqn. (254 Sqn. Coded) RAF North Coates 1945
7. Mosquito FB.VI. RF838 EO-A, 404 Sqn. Strike Wing RAF Banff 1945
8. Mosquito FB.VI. HR113 LAS-V, 235 Sqn. Strike Wing Banff RAF 1945

9. Mosquito FB.VI. HR118 3-W, 235 Sqn. Strike Wing Banff RAF 1944
10. Mosquito RP.VI. NT208 9Y-AX. Coastal Strike Training Unit, 132 OUT, Haverford West 1945
11. Mosquito NF.XV. DZ385 K, C-Flight, 85 Sqn. RAF April 1943
12. Mosquito B.IV (Special) Highball. DZ545 G, 618 Sqn. RAF Australia summer 1945

Conclusion

Another superb sheet from Kits at War that will make an impressive collection, though I do not want to work out how much you will have to spend on kits and bits to build them all.

The full range can be seen on the website at www.kitsatwar.nl and can be purchased in the UK from Aeroclub, Aviation Hobby Shop and Hannants.

SAMI

Shangri-La

KITS-WORLD

A new name for this title but not a new name to the model industry as Kits World have been producing decal sheets for the toy industry for over 25 years. The instructions are in full colour and clearly depict the position of the decals as well as providing a small amount of background information on each scheme. The decals themselves are well printed and the nose art looks to be in perfect register.

Printed quite thickly, and with a glossy finish unlike most European sheets, they are very similar to those included in Tamiya kits. A little test showed that they sit down well into panel detail and worked well with the Daco range of setting solutions.

KW132001 War Birds

KW132004 War Birds

1/32

KW132004 War Birds

1. P-47D-30 *Look No Hands* 509th FG 405th FS Late 1944
2. P-47D Captain Donovan Smith *Ole Cock* 61st FS, 56th FG June 1944, Scheme B

KW132001 War Birds

1. P-51D Captain Charles Weaver 362nd FS, 357th FG 1944, Scheme A
2. P-51D Captain Charles Weaver 362nd FS, 357th FG April 1945, Scheme B

KW132005 War Birds

1. P-51B *Ill Wind* 1st Lieutenant Nicholas 'Cowboy' Megura 334th FG 4th FG April 1944 Scheme A
2. P-51B *Miss Dallas* Captain Victor France 334th FS 4th FG Scheme B

KW132005 War Birds

KW132006 War Birds

1. P-51D *Sweet Arlene* Lt Arthur Bowers 334th FS 4th FG Early 1945 Scheme A
2. P-51D *Jan* Lt Bob Dickmeyer 334th FS 4th FG Early 1945 Scheme B

KW132007 War Birds

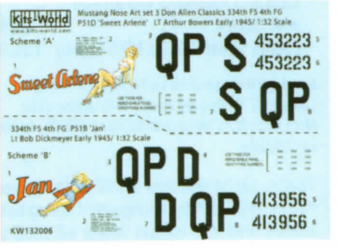
1. P-51D *Iron Ass* LT Col Jack Ovberhansly 334th FS 4th FG Early 1945 Scheme A
2. P-51D *My Achin Back* 334th FS 4th FG Early 1945 Scheme B

KW132008 War Birds

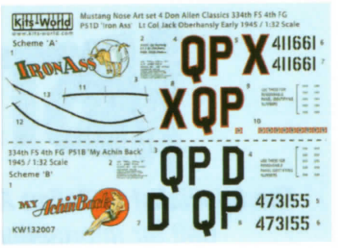
1. P-51B Capt Don Gentile *Shangri La* 336th FS 4th FG March 1944 Scheme A
2. P-51B F/O Ralph 'Kidd' Hofer *Salem Representative* 334th FS 4th FG May 1944 Scheme B

KW132009 War Birds

1. Mustang Mk III Sqn Ldr Derrick Westerna No. 65 Squadron



KW132006 War Birds



KW132007 War Birds

2. Mustang Mk III Flt Lt Raymond Hearn No. 112 Sqn September 1944

Conclusion

These sheets offer a nice range of subjects, many with really colourful nose art, and with the resurgence of 1/32, and new kits of the P-51 and P-47 on the market, should sell well.

Kits-World website can be viewed at www.kits-world.co.uk to see the full range and ordering details.

SAMI

KW132008 War Birds

KW132009 War Birds

Second Sitting

XTRADECAL

The latest Xtradecal sheets include a whole set of 'what if' schemes for Airfix's forthcoming 1/48 TSR.2, as well as an interesting selection for the new Xtrakit Meteor and HobbyBoss TA-7. The instructions are clear and well presented with the colour drawings nicely illustrating the attractive schemes that could have been applied to the TSR.2.

1/72

X7272086 Vought TA-7 Twosair

1. Vought TA-7C 156768
2. Vought TA-7C
3. Vought TA-7C 154464 second TA-7C
4. Vought TA-7C 154458 VX-5, China Lake, CA
5. Vought TA-7C 156801 Twosair prototype
6. Vought EA-7L 156743 VAQ-34, Pt. Mugu, CA, October 1983
7. Vought TA-7C 156750 VX-5 Naval Air Weapons Centre, Weapons Division, Pt. Mugu, CA, 1993
8. Vought EA-7L 156743 VAQ-34, Pt. Mugu, CA, October, 1986
9. Vought TA-7C 156765, Naval Strike Warfare Centre, Fallon, NV, May 1987
10. Vought TA-7C 154379 VA-122, Lemoore, CA, May 1985

X72087 Gloster Meteor T Mk 7 RAF & Belgium Air Force

1. Meteor T Mk 7, WA612/S of 111 Sqn, RAF Watisham, early 1960s
2. Meteor T Mk 7, VZ637/P of 502 (Ulster) Sqn, RAuxAF, RAF Aldergrove, mid 1950s
3. Meteor T Mk 7, WA659 of 33 Sqn, RAF Middleton St. George, late 1950s
4. Meteor T Mk 7, WH224/Z Isle of Sheppey of 500 (county of Kent) Sqn, RAuxAF, RAF West Malling, 1953
5. Meteor T Mk 7, VW439/R of 607 (County of Durham) Sqn, RAuxAF, RAF Ouston, mid 1950s
6. Meteor T Mk 7, WA725 of Station Flight, RAF Leuchars, on 20 September 1958 wearing the joint markings of the resident squadrons, 151 and 43
7. Meteor T Mk 7, WG949/Z of 603 Sqn, RAuxAF, RAF Turnhouse, in 1957
8. Meteor T Mk 7, WA718/X of 611 Sqn, RAuxAF, RAF Hooton Park, mid 1950s
9. Meteor T Mk 7, WS103/709 of Station Flight, RNAS Yeovilton, May 1967. An ex-702 NAS aircraft
10. Meteor T Mk 7, WS116/935 of Station Flight, RNAS Lossiemouth, 1965. An ex-728 NAS aircraft
11. Meteor T Mk 7, ED40 of Fighter School, Koksijdge, Belgian Air Force, 1956.
12. Meteor T Mk 7, ED8 of Fighter School, Koksijdge, Belgian Air Force, mid 1950s.

1/48

X48068 TSR.2 What If Pt 1 RAF, NASA, Federal German Luftwaffe, RAAF

1. TSR.2 GR.1, N802NA (ex-XR225), NASA Flight Research Centre, Edwards, AFB, California 1969
2. TSR.2 GR.1, XS954, 237 OCU (17 Shadow Squadron), RAF Coningsby 1972
3. TSR.2 GR.62, JBG 33, Federal German Luftwaffe, Buchel, 1981
4. TSR.2 GR.3, XS978/BA Bad Attutyde/Hello Saddam!, 2 Squadron, Thumrait, Sultanate of Oman, Operation Granby, January, 1991
5. TSR.2 GR.1, XS668, 40 Sqn, RAF Coningsby, early 1968
6. TSR.2 GR.73, A8-27, 1 Squadron, RAAF Amberley, Queensland, 1980

X48069 TSR.2 What If Pt 2 RAF, Empire Test Pilots School Raspberry Ripple, USAF Lakenheath

1. TSR.2 GR.1, XS992, 45 Squadron, RAF Akrotiri, Cyprus 1971
2. TSR.2, GR.1, XS949, 45 Sqdn, RAF Little Snoring, 1970
3. FB-112B, 72-0493, 493rd TFS, 48th TFW, RAF Lakenheath, Operation Eldorado Canyon, 15 April 1986
4. TSR.2 GR.2, XS990, 617 Squadron, RAF Waddington, 1979
5. TSR.2 GR.1, XR227, Empire Test Pilots School, RAF Boscombe Down, 1999
6. TSR.2 GR.2, XS981, 7 Squadron, RAF Waddington, 1977

X48070 TSR 2 What If Pt 3, CAF, Sweden, Armée de l'Air

1. TSR.2J Kai, 37-8501, 501st Hikotai Teisatsu Kokutai, Hyakuri AB, 2008
2. Canadair CF-109A, 109023, 425 Alouettes Squadron, CAF Bagotville, Quebec, 1983
3. Saab B.55B, 55146, F.7 Wing Uppsala, 1987
4. TSR.2 No. 17 AX, EB 1/91 Gascoyne, BA Mont-de-Marsan, 2000
5. TSR.2 No. 8 BG, EB 1/91 Gascoyne, BA Mont-de-Marsan, 1994
6. Saab B.55, 55146, F.7 Wing, Uppsala, 1972

X7272086 Vought TA-7 Twosair

X48068 TSR.2 What If Pt 1 RAF, NASA, Federal German Luftwaffe, RAAF

X48070 TSR.2 What If Pt 3, CAF, Sweden, Armée de l'Air

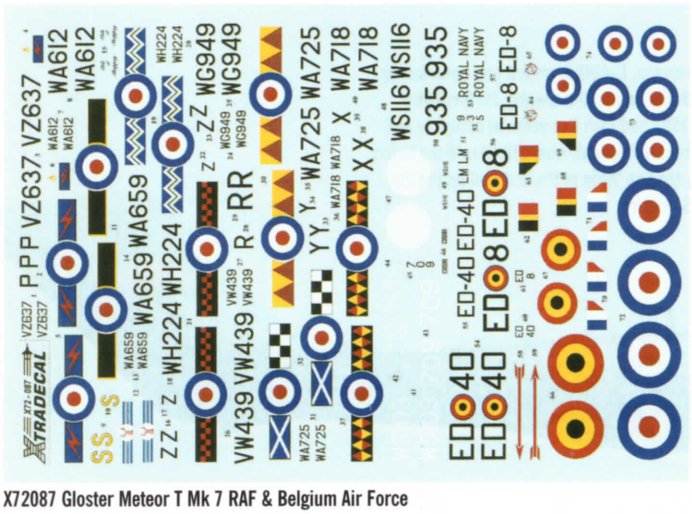
Conclusion

The TSR.2 sheets are the stars of this month's releases in my view as I would not build one in the real white scheme but would in one of these colourful options.

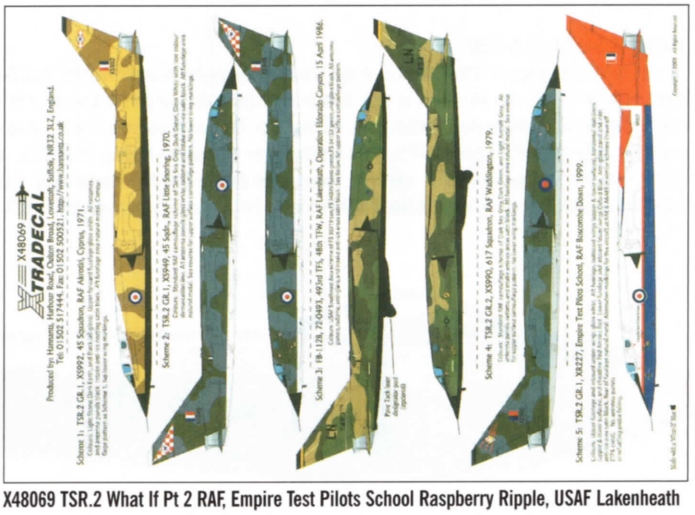
In the smaller scale anyone with Xtrakit's Meteor or the Hobbyboss TA-7 will be pleased to see sheets with numerous options for these attractive types.

All items can be purchased from Hannants via www.hannants.co.uk, or if you are at Telford and can push a way through to the counter, there may be some left...

SAMI



X72087 Gloster Meteor T Mk 7 RAF & Belgium Air Force



X48069 TSR.2 What If Pt 2 RAF, Empire Test Pilots School Raspberry Ripple, USAF Lakenheath

de Havilland Sea Vixen FAW.2 XP924, 131, 899 Squadron, HMS Eagle, 1972

XJ580 had an interesting and chequered history, being commissioned as an FAW.1 at Yeovilton in 1961 and serving frequently on board HMS Eagle. The aircraft also saw a period of service with 766 Squadron, as well as operating with 893 Squadron from HMS Centaur during the Kuwait crisis in 1963. XJ580 was the first aircraft converted to FAW.2, emerging in 1965 in its new guise. The aircraft was also the last Sea Vixen to fly in naval colours, before transferring to Flight Refuelling Ltd. at Hurn Airport, Christchurch, for trials of the Mk.32 refuelling pod for VC10 tankers. The aircraft now survives as a static display at Tangmere Aviation Museum. These markings are also included with the Dynavector 1/48 kit

de Havilland Sea Vixen FAW.2 XP924, 134, 899 Squadron

This is the standard Royal Navy version covered in Xtrakit's release, and the colours are available from Xtracolor as X005 Extra Dark Sea Grey and X141 White, also in Xtracrylix as XA1005 and XA1141. 899 was the headquarters squadron, operating from Yeovilton, and whilst other squadrons flying the aircraft were rotated through the fleet carriers, 899 only ever cruised in HMS Eagle, from which they disembarked for the last time before disbanding at Yeovilton on 23 January 1972

de Havilland Sea Vixen FAW.2 XN691, 247, 893 Squadron, HMS Hermes, 1966

Markings for 893 Sqn. Machines are available on Xtradecal sheet X72077. Another Sea Vixen, XJ560, currently preserved at Newark Air Museum, has been restored in the markings of 893 Squadron, which it wore whilst flying off HMS Hermes in 1967-70

de Havilland Sea Vixen G-CVIX

This is the third incarnation of XP924, seen as it was after repainting in the controversial 'Red Bull' scheme. G-CVIX is owned and operated by De Havilland Aviation and can be viewed at their hangar at Bournemouth Airport in Dorset, or at airshows around the country. De Havilland Aviation was born out of the former aviation trust, Jet Heritage. The Sea Vixen project was started in 1997 and took five years to complete and following the completion of the project XP924 was registered on the civilian register as G-CVIX, and became the only airworthy Sea Vixen in the World. The company was subsequently awarded a sponsorship deal by Red Bull Marketing to display the Sea Vixen in the Red Bull corporate logo, and the aircraft flew at airshows in Red Bull livery until 2007, when it was repainted in 899 NAS colours

Colour Art © 2008 John Fox

Modellers Profile
No 16

de Havilland Sea Vixen D.3 XP924. This aircraft is the subject of Xtrakit's 1/72 release. The Drone colours are Signal Red and Rescue Yellow available in Xtracolor as X014 and X019 and Xtracrylix as XA1014 and XA1019

in association with
HobbyLink Japan

Fox One
Britain's first Missile Fighter

by Jack Trent

Every time the Editor starts an article with the words 'growing up near Yeovilton…' one is forced to remind oneself that at that time he was far more concerned with Diesel-Hydraulic railway locomotives, and that the passing overhead silhouettes of arguably the most striking aircraft design ever to grace British skies would have been wasted on him as he pondered little more of life's mysteries than which window they had looked through on that morning's edition of *Play School*. I have spoken to him about this, and he concedes that although he was very young, he does recall groups of pointy triangular things flying over the family seat. Hard to believe an aircraft that – given a coat of lo-viz grey – could pass as contemporary first took off in prototype form in 1951.

Originally designed with both RAF and Navy in mind, the Sea Vixen was de Havilland's response to an Admiralty requirement for a Sea Venom replacement. Passed over by the RAF in favour of the Gloster Javelin, the D.H. 110, as it was initially known, earned immediate infamy following a disastrous incident at Farnborough Airshow in September 1952 when thirty-one people were killed after the aircraft broke up and one engine hit a spectator's area at the end of the runway.

It was not until 1955 that a navalised version of the prototype was demonstrated, and the following year the first arrested deck landing was made on HMS *Ark Royal*. The first Sea Vixen, the FAW.20, followed in 1957 and this was subsequently redesignated as the more familiar FAW.1 (Fighter-All-Weather). Over 100 aircraft entered service with the Fleet Air Arm, with deliveries commencing in mid 1959.

The FAW.2 was an improved upgrade of the FAW.1 and in addition to the Firestreak was able to carry the Red Top AAM, four SNEB rocket pods and the air-to-ground Bullpup missile. An enlarged tail boom allowed for additional fuel tanks, in the extensions forward of the wing leading edge, and there was an improved escape system and room for additional electronic counter-measures equipment. The FAW.2 first flew in 1962 with twenty-nine new construction, and sixty-seven upgrades from FAW.1 entering service from 1964.

Destined to become the first British aircraft to operate without guns in the fighter/interceptor role, the FAW.1 was armed with four Firestreak air-to-air missiles, two Microcell unguided 2-inch (51 mm) rocket packs and could carry up to four 500 lb (230 kg) or two 1,000 lb bombs – although these latter could not be carried by the FAW.2. It was powered by two 50.0 kN (11,230 lbf) thrust Rolls-Royce Avon 208 turbojet engines, had a speed of 690 mph and a range of 600 miles.

Although it never became embroiled in any actual 'declared' wars, the operational career of the Sea Vixen saw a number of cruises on fleet carriers flying the flag in troubled waters. In 1964 Sea Vixens operated in the Persian Gulf, supporting British forces fighting against rebellious tribesmen in the Radfan, an action that saw the launch of air-strikes against the rebels. Sea Vixens helped cover the British withdrawal from Aden, and the aircraft had a presence over the Fleet in the background of several operations throughout the sixties as the sun set on the remains of the Empire. The FAW.1 was phased out of service from 1966 and the FAW.2 by 1972, replaced in the fixed wing role by F-4 Phantoms.

A handful of aircraft were subsequently converted for use as drones, and designated D.3. The uprated engine and removal of non-essential equipment allowed the D.3 to achieve true supersonic flight, but little use was ever made of the few aircraft converted. Some surplus machines also became target tugs, and were redesignated as TT.2s.

The bizarre 'cock-eyed' layout of the crew positions gave the aircraft something of the look of an airborne halibut according to some critics, and certainly the hole into which the observer was obliged to descend was regarded by many as a triumph of expediency over comfort. This aside, the swept wings and twin-boom configuration made the Sea Vixen unique among naval aircraft of its day, and nothing quite like it has flown off a carrier deck since.

This, then, was the comparatively simple career of the Sea Vixen. The aircraft flew in two naval display teams, and many airshow attendees will recall the last airworthy survivor, G-CVIX, in its gaudy Red Bull livery. Thankfully repainted, this unlikely departure can only make one wonder how sweet the machine would have looked in the pale pearly greys of current US Navy aircraft. Now there is a 'what if' worth pursuing!

SAMI

Pictures by Colin Pickett

General Characteristics (FAW.2)	
Crew:	2: pilot, observer (navigator/radar operator)
Length:	55 ft 7 in (16.94 m)
Wingspan:	51 ft 0 in (15.54 m)
Height:	10 ft 9 in (3.28 m)
Powerplant:	2× Rolls-Royce Avon Mk.208 turbojets, 50 kN (11,000 lbf) each
Maximum speed:	Mach 0.91 (690 mph, 1,110 km/h) at sea level
Range:	790 mi (1,270 km) with internal fuel
Service ceiling:	48,000 ft (15,000 m)
Armament: Missiles:	4× Red Top or Firestreak air-to-air missiles
Bombs:	2× 500 lb (230 kg) bombs
Avionics:	GEC AI.18 Air Interception radar

Fox One – Fox from the Box

Xtrakit's Sea Vixen as it comes

By Bernie Montague

Sea Vixen

Scale: 1/72	Kit No: 72003
Price:£16.99	
Type: Injection Moulded Plastic	
Manufacturer: Xtrakit	

Modelling the Sea Vixen has always been a challenge with the somewhat dated and inaccurate FROG kit and its reissues, so it was with great excitement that the news of a brand new Sea Vixen Kit was received earlier this year.

The box-top has an eye-catching painting of XP924 in its D.3 guise. Inside are four medium grey sprues and one clear, all separately bagged, containing 73 grey and 6 clear parts. A small bag of resin goodies is included too, consisting of some nice little air intakes and catapult strop horns for the lower fuselage, nose, undercarriage and doors, as well as two strangely under-scale seats. All the mouldings are crisp with some great panel detail – although the moulding ejector posts are somewhat heavy and the wing trailing edges are quite thick. Certainly what comes in the box promises to build into a great representation of the Sea Vixen FAW.2 and there are all the parts you would need to make up an FAW.1 if so desired.

Construction

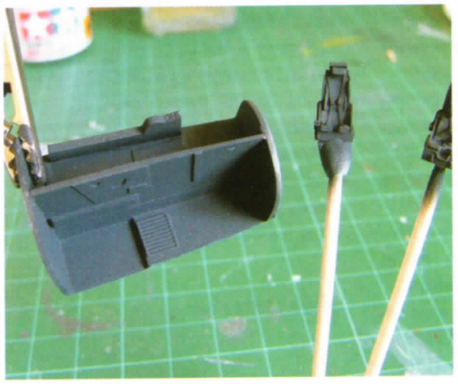
Construction started with the cockpit, which consists of eleven parts including two ejection seats in resin. These look undersized, so I used an Aeroclub Mk.4 seat for the pilot and the kit part for the Navigator, as it would not be as noticeable with the canopy closed. One inaccuracy I have found with the cockpit is that the joystick location is too far aft and so should be relocated 1.5 mm forward of the marked location. This will allow the pilot's seat to locate properly.

The pilot's and navigator's consoles were sprayed Tamiya Nato Black, as was the completed cockpit tub, with dials picked out in black and glossed with Johnson's floor polish. The seats were painted with reference to pictures on the excellent Martin Baker website.

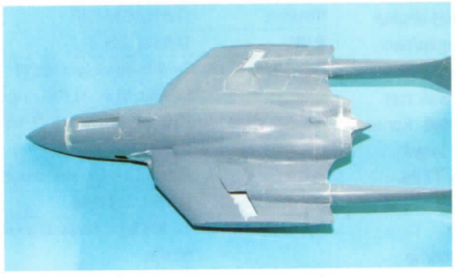
The internal components for the fuselage were tackled next, the first of these being the three-part intake duct and dummy engine faces. All three parts were sprayed with Tamiya silver (X11). When dry, the fan blades were given a wash of thinned acrylic black to bring out the detail but looked unconvincing, and I was starting to think about intake blanking plates at this time - something I try not to use. The fan blade bulkhead was attached and the completed assembly offered up to the bottom fuselage half, achieving a perfect fit.

Before I went any further I checked the fit of top and bottom fuselage halves. As there are no locating pips, alignment is a bit iffy and I then noticed the rather thick trailing edges. Concerned that this would affect the fit of the booms I taped these together and offered them up to the relevant positions. The upshot was that I could get away with thinning the trailing edges and this would allow a smooth transition between wings and booms.

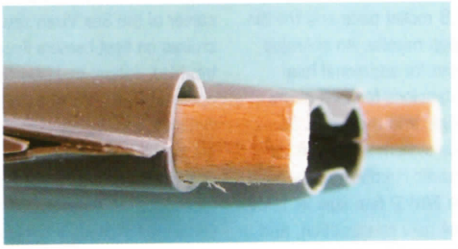
Main and nose-wheel bays were now cemented in place. Before you fix the intake assembly remove the web that stretches between the intake fronts as this prevents the cockpit tub from locating properly. After cementing the fuselage halves I noticed large gaps around the areas where the intakes were supposed to join to the fuselage. My mind was then made up: intake blanking plates. Problem solved. Another problem here is the shape and position of the navigator's window, which is also 2mm



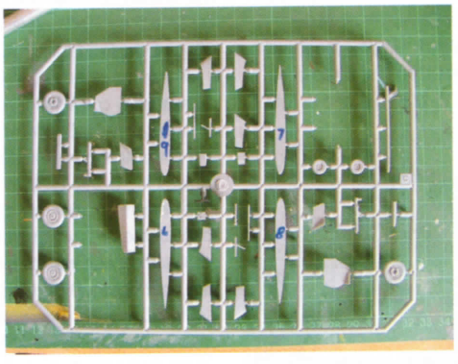
A comparison between the undersized kit seat (left) and Aeroclub replacement



The almost completed underside – note the filled-in arrestor hook fairing

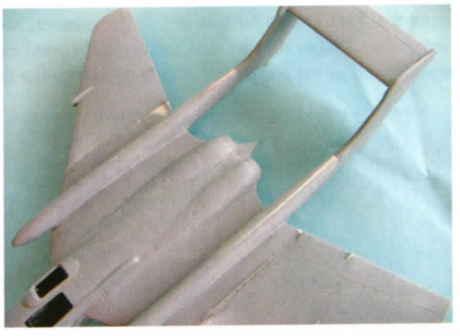


The balsa plugs designed to strengthen the tail boom joint were both strong and light – an advantage with a potential tail-sitter



The wing blanking plates are handed, so were marked carefully while still on the sprue to avoid confusion

The booms, nose and exhaust fairing were all faired in with more filler and sanded after setting



Some filler was required to lose the seam along the top of the tail booms

too low. The lower edge of the window has square corners, whilst the uppers are rounded, so I applied a bit of filler to the lower edges of the window corners and rounded them with a needle file when set.

The booms are a butt fit to the trailing edges. If you are building the FAW.2 version it is not so much of an issue as the pinion tanks will provide additional support, but some form of assistance will definitely be needed for earlier versions. I decided to err on the side of caution and carved some internal supports from balsa. I fitted the booms using some slow-setting super-glue. This was followed by the tailplane, nose-cone (with 20 grams of lead weight) and exhaust fairing. Be careful with the exhaust pipes as there is not a lot of gluing area – I cemented mine one at a time allowing the cement to set fully before inserting the other. Incidentally, there should only be about ½ mm protruding from the fairing.

The booms, nose and exhaust fairing were all faired in with more filler and sanded after setting. I had most difficulty with the over-wing fairings (pinion tanks), and a quick test-fit showed that the fitting of these parts was not going to be easy. On the full size machine, these sit flush on the tops of the booms, so it was out with the trusty No 10 blade for more scraping, followed by some harsh sanding to get them to fit.

It was at this time that I fitted the wing blanking plates. These are a great idea as they will enable you to assemble the model with the wings folded, albeit with a lot of scratch-building. Due to the fact that I had removed quite a bit of material from the trailing edges, I had to shorten the inserts by about 10mm to get them to fit. Outer wing panels were butt-jointed to the fuselage section, as the blanking plates provided a large gluing area.

Painting

After priming the model was sprayed overall with Xtracrylix RAF Rescue Yellow (XA1019), which was supplied (along with RAF Red Arrows Red) with the review kit. I changed over to using acrylics about three years ago, trying out various manufacturers and now use them exclusively for finishing all of my models. I picked up some Xtracrylix paints at the Scottish Nationals at Perth last year and was totally won over by them. Some people have problems airbrushing acrylics, but if you turn down the pressure on your compressor (15-20psi) and use cleaner regularly, then all will be fine.

The Yellow was thinned 40% with Tamiya thinner and applied in several light coats to build an even overall smooth finish. After allowing to harden for a day, I applied the supplied masks for the tricky curves around the nose and tail-booms and these went on with no problems. Masking was completed with Tamiya tape and paper and then I airbrushed with the Red.

Decals were applied straight onto the surface of the paint without any gloss coat, the finish is that good! The model was sprayed after decalling with a mix of Xtracrylix Flat Varnish and Johnson's Klear, thinned with Tamiya Thinners. The result was a smooth satin finish, which I find appropriate in this scale, and this caused any decal carrier film to disappear completely. A dark grey wash was applied to selective panel lines as I didn't want to overdo the effect.

Finishing Touches

The painting instructions call for the pylons to be finished in Yellow, but the photos that I have of XP294 show these to be Red. Pitot tubes were finished in silver with yellow bases. Photos show a prominent blade aerial under the nose just forward of the nosewheel door but none is provided with the kit, so I used a piece of 10 thou Plasticard suitably shaped for this. Two whip aerials behind the cockpit were made from fine fuse wire, painted white and fixed in position with white glue. Wingtip and nosewheel door navigation lights were painted in silver and overcoated with Tamiya Clear Red and Green. Masking was then removed from the transparencies and that was it!

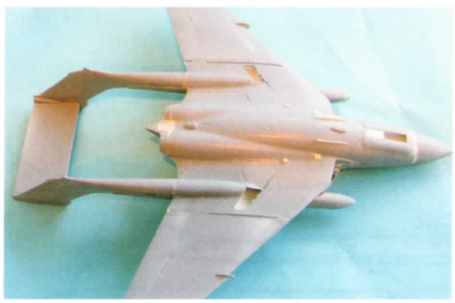
Would I build another one? Absolutely! When compared to the old Frog/Revell offering, the glaring inaccuracies of the old kit stand out. I have another one on order and can't wait to finish it as a FAW.1 using all the extra new resin goodies from FAA Models.

Now, can we have a Supermarine Scimitar please?

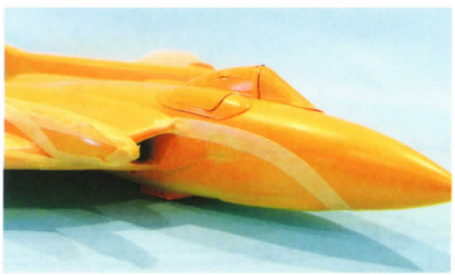
SAMI

References

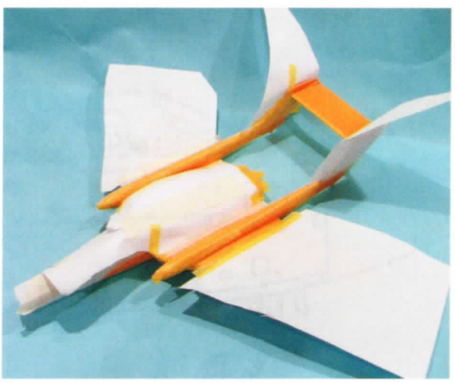
- Scale Aircraft Modelling Vol. 18, No. 8. October 1996 p390-392
- Model Aircraft Monthly Vol. 4, Issue 3. March 2005 p46-55



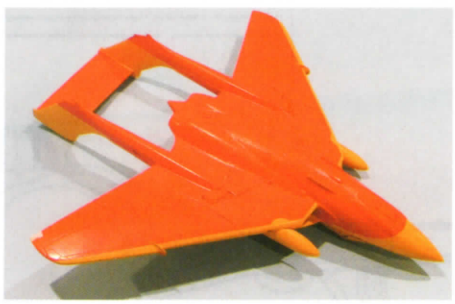
Various resin parts were now added to the completed underside. Also attached were the main outer and nose undercarriage doors, which are closed when on the ground



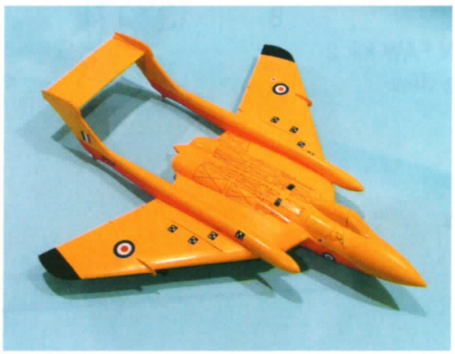
The masks supplied for the tricky curves around the nose and tail-booms went on with no problems



Masking was completed with Tamiya Tape and paper

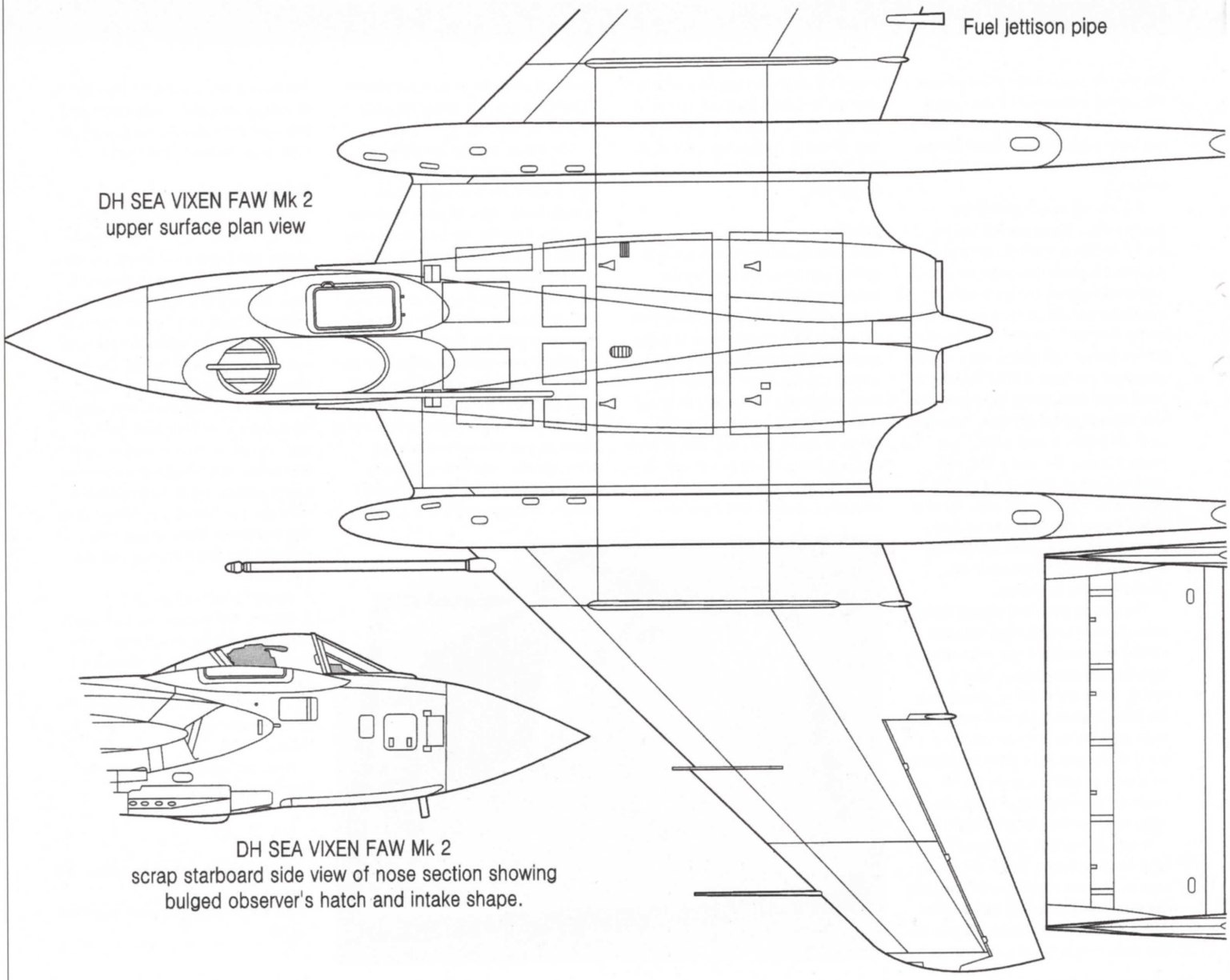


Xtracrylix Red Arrows Red was added after all the masking was complete. Masking took about 4 hours to apply, but was worth it in the end



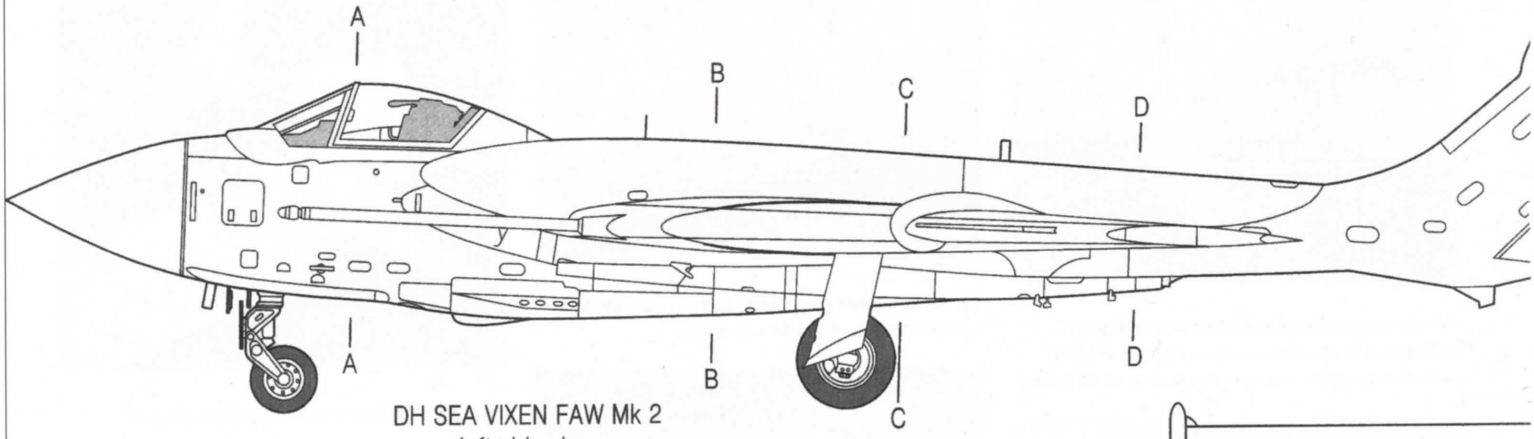
Micro Set under the decals helped to bed them down nicely into the recessed detail

A close-up of the front end showing the finished blanking plates in position



DH SEA VIXEN FAW Mk 2
upper surface plan view

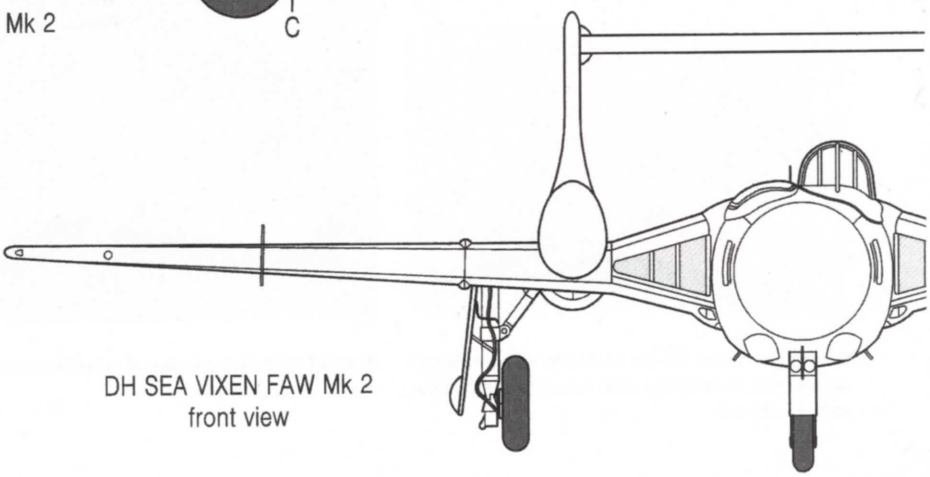
DH SEA VIXEN FAW Mk 2
scrap starboard side view of nose section showing
bulged observer's hatch and intake shape.



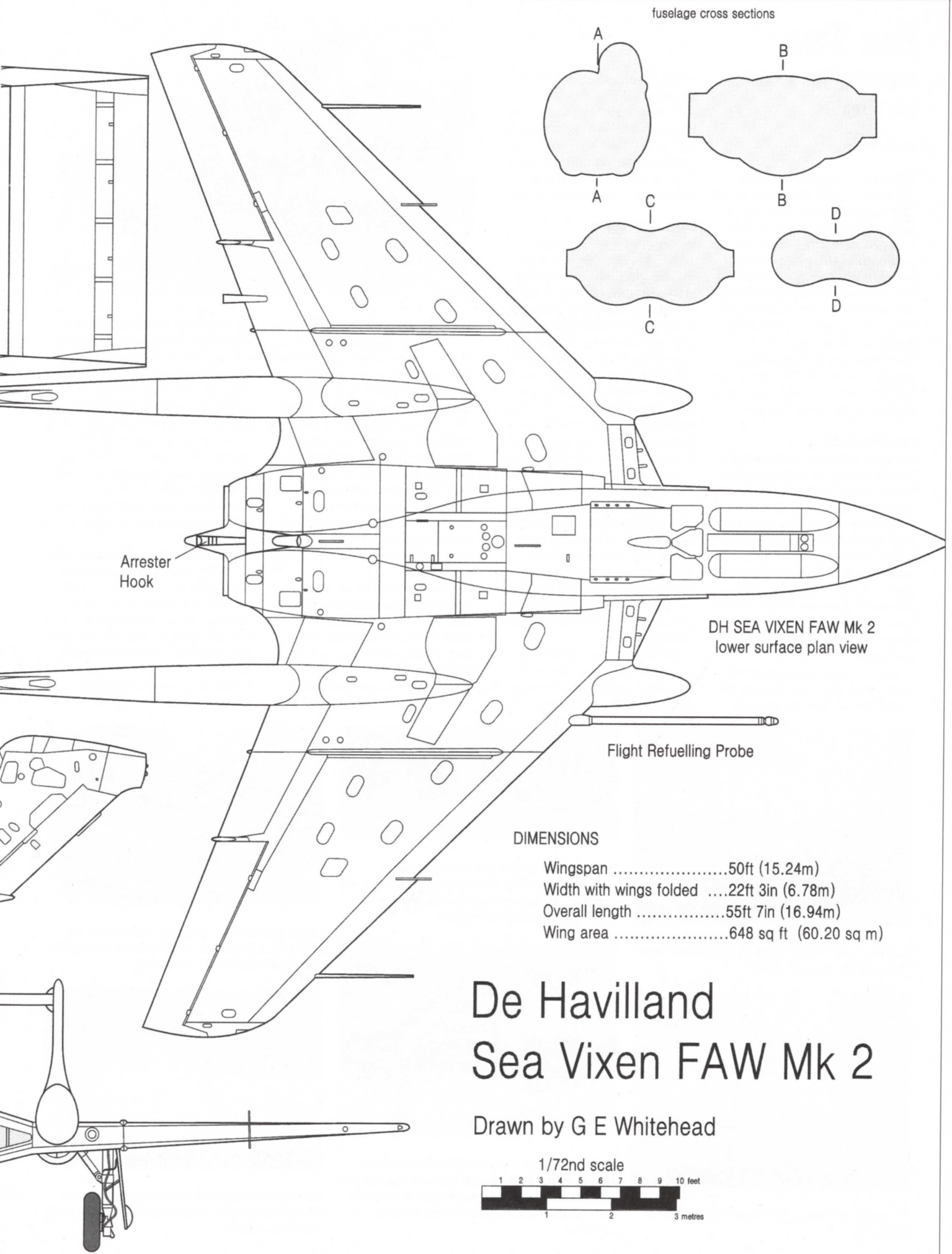
DH SEA VIXEN FAW Mk 2
left side view

ENGINES:
Two Rolls Royce Avon 208 11.200lb
(5,093kg) static thrust unreheated turbojets

UNDERWING STORES:
2x150gal drop tanks
4 x DH Red Top infra-red AAMs
4x500lb bombs
2x1000lb bombs
Flight refuelling pod



DH SEA VIXEN FAW Mk 2
front view



DIMENSIONS

Wingspan 50ft (15.24m)
Width with wings folded 22ft 3in (6.78m)
Overall length 55ft 7in (16.94m)
Wing area .....648 sq ft (60.20 sq m)

De Havilland Sea Vixen FAW Mk 2

Drawn by G E Whitehead

1/72nd scale

Fox Two

Upgrading The Xtrakit Sea Vixen

By Steve Muntus

I clearly remember the first time I ever saw a Sea Vixen. I was visiting the Fraser Gunnery range near Portsmouth as a young Sea Cadet. A constant steam of Sea Vixens was flying overhead with their distinctive twin-boom tails flashing in the afternoon Sun. This started my life-long love affair with de Havilland's most striking fighter and kindled an interest in Fleet Air Arm aircraft, so naturally, when The Ark Royal Project was asked to build two versions of the new Xtrakit model of the Sea Vixen, Bernie Montague and I were delighted to take up the challenge.

Upgrading the Kit

Like many limited run injection kits the Sea Vixen has all the right basics but is a blank canvas for refinements and additions. There is plenty of scope to include some of the typical features of a naval aircraft, such as a folding nose or wings or a complete arrester hook assembly that can be posed in the open position. Another area crying out for action is the prominent airbrake on the lower fuselage, which is only represented by panel lines and two resin guide vanes.

The nice two-part intake ducts look great but the Rolls Royce Avon Mk 108 engine faces are only very basic and inaccurate representations. None-the-less the kit has great engraving and panel detail and is full of promise. With my penchant for creating resin upgrade sets, I couldn't wait to set about making up some masters for resin parts that I could use to build a more detailed representation of my favourite aircraft.

Construction begins

Starting with the lower fuselage I carefully located the panel lines as moulded and opened up the airbrake and arrester hook apertures in readiness for fitting my resin interior detail parts. At this stage all moulding towers on both upper and lower fuselages were removed and the rear edges of the inner wing panels were carefully thinned down to allow a sharper trailing edge and a closer fit for the tail booms when fitted. Once the airbrake and arrester hook housings had been superglued in place my attention turned to the cockpit area.

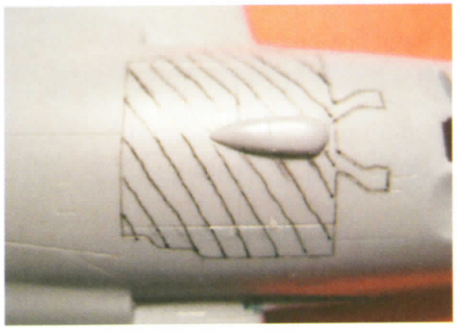
As no pilot's instrument panel coaming is provided I made one up using Plasticard and Milliput and attached it to the upper fuselage. Brass detail from the Airwaves Sea Vixen Interior detail set was modified to replace the original instrument panel and side consoles, and the pilot's instrument panel was attached to the new coaming so as to align with the rear of the front canopy fairing.

On the o bserver's side the radar panel was moved aft to match up with the vertical dividing line in the small side window (so that's what it's for)! The floor at the rear of the observer's 'Coal Hole' was also cut out and replaced with thinner Plasticard set about 2 mm lower than the original, so as to allow a correctly scaled seat to fit in without poking out of the access hatch. As with most fighters of the period the preferred finish is black on black so a coat of Tamiya Nato Black was followed by grey and white dry brushing to bring out the detail. Having noted that the observer's window was set too low on the starboard fuselage, (so as to match up with the horizontal join line) I moved it up by 1.5mm and added a new sill from scrap plastic.

The real aircraft's full air intakes have clearly visible seam lines so I scribed these into the inside surfaces of the upper and lower halves before joining them. I addressed the poor fan face detail by drilling them out of their back plate. A more accurate representation, including the prominent air starter duct, was scratchbuilt and cloned in resin to produce two new ones and the complete assembly fitted to the lower fuselage.

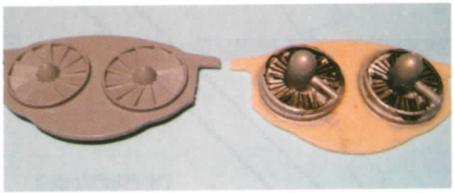
Before fitting the main undercarriage bays, their inner doors were fitted in their closed position. I also needed to make room for my resin wing fold inserts so the supporting ridges for the kit-supplied blanking plates (parts C6 and C7) were scraped away and new ridges added 1mm further inboard to accommodate the wingfold hinge points. I cut out the corresponding slots in the upper fuselage.

A notable problem with this kit is the lack of any support for the butt joints between the tail booms and the main fuselage, and the tail pipe assembly which just sits on the rear of the fuselage. The boom issue was solved as seen when Bernie Montague whipped up a couple of balsa plugs (from which I made resin copies) and the latter helped strengthen and align the tail

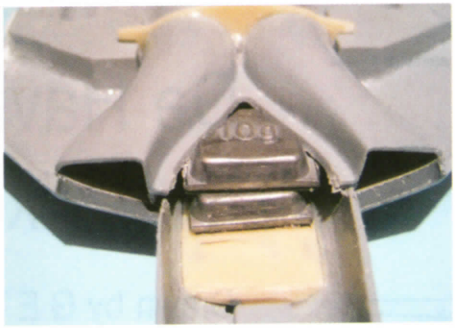


Panel lines were carefully marked out and apertures opened for the airbrake and arrestor hook

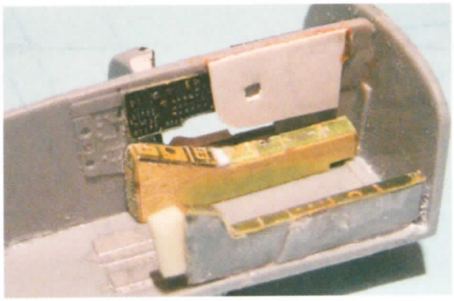
The arrestor hook fairing. Note the fine inscribed detail on the kit parts



The fan detail on the kit is poor, so a more accurate representation, including the prominent air starter duct, was scratchbuilt and cloned in resin to produce two new ones, which were then reset in the back plate



Don't forget to put in plenty of weight in the front end to avoid an almost certain tail-sitter. To allow for the open nose radar bay, and given the extra weight of the resin upgrade parts, suitable weight was added between the intake assemblies



Cockpit detail underway. The central dividing wall is not solid in the real aircraft, so a suitably shaped hole was cut in it and more etched brass detail added

The supporting ridges for the kit supplied blanking plates (Parts C6 and C7) were scraped away and new ridges added 1mm further inboard

booms nicely. As the jet pipe assembly is quite complex, I combined all the elements except the kit-provided resin 'Plugs' and took the opportunity to correct the shape of the arrester hook recess underneath as well as making space for the scratchbuilt internal part of the housing. Once complete, a one-piece resin copy was made which again served to align everything at the rear of the fuselage.

After much careful test fitting and adjustment the fuselage halves were finally mated in such a way to allow my scratchbuilt wing fold inserts to slot into place once all the joints had set thoroughly.

The intake splitter plates are moulded integrally with the upper and lower fuselage halves, and this means that the resulting horizontal split would be very hard to clean up. It also became apparent that despite there being a full intake trunking the joint line between this and the splitter plates was fairly ungainly looking, so I decided to make up one-piece replacement splitter plates which would avoid having to clean up a horizontal joint line and also overlap the intake trunking joint and add the missing bleed air duct as a bonus. Just in front of the apex of each splitter plate I added a small triangular fairing.

In anticipation of Xtrakit's release I had already scratchbuilt a radar bay assembly using an old Frog Sea Vixen as a template. This was quickly updated to fit the Xtrakit and once the square hinge area on the right side of the nose had been cut out, the resin radar bay was plugged into the forward fuselage and fared in with Greenstuff. A new nose cone with integral mating ring and hinge was also made up, cloned and fitted at the end of the painting process.

Finally after a quick clean up and correction of any minor flaws, the model was ready to be painted.

Colour Options

When I was first offered the chance to be involved in this twin kit build, I thought about completing the FAW.2 as XP924 in its typical 899 NAS markings. Unfortunately that aircraft never operated off HMS *Ark Royal*, so I decided to complete the model as an 893 NAS machine XN684, which worked from our favoured aircraft carrier during the 1970s.

One bonus in the kit which is not mentioned in the instructions is a superb set of masks for the transparencies. Once these had been fitted, the open cockpits masked off and the intakes and jet pipes packed with damp kitchen tissue, the whole aircraft was sprayed with Halford's acrylic white undercoat and allowed to dry for 24 hours before being sanded back with 6000 grade Micro-mesh. The distinctive colour scheme was then applied using Xtracrylix White for the under surfaces and – following extensive masking - Extra Dark Sea Grey from the same range for the upper surfaces. Flat Silver was used for all open access panels and undercarriage parts. I applied the markings for my chosen 893 NAS machine using the excellent XtraDecal Sea Vixen set 72077. Only then was the model subjected to a final coat of future making the carrier film virtually invisible.

As naval aircraft were always maintained in good order, only light weathering was applied to the airframe, with slightly heavier staining on the lower fuselage.

Final Assembly

Once all the painting was finished, I added all the extra pieces, open nose and radar dish, airbrake, arrester hook and canopies. Unusually, I secured the outer undercarriage doors using Gator glue before the main undercarriage was attached! This helped when fitting the main undercarriage legs to give them slight forward rake and match up with the groove in each door.

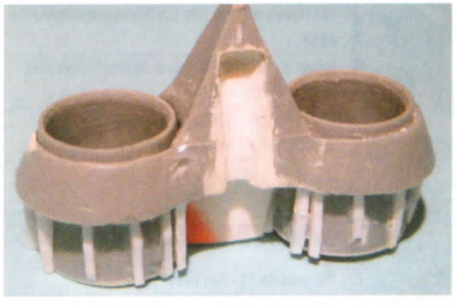
The kit comes with two large drop tanks but no other underwing stores. I noticed that when in service a common practice was to use a converted Sea Hawk drop tank as a baggage carrier and this aircraft features a nice yellow squadron lightning flash on it as well. Looking through my spares box I found one and mounted it on the port inner faring.

Conclusion

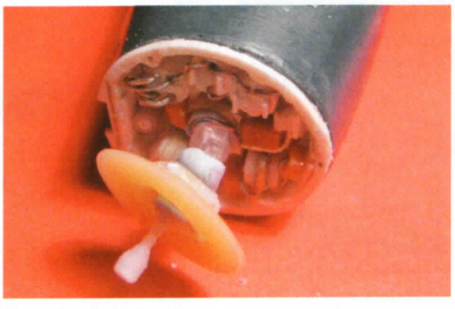
The upgraded Xtrakit Sea Vixen was certainly a challenge to build but with a little care it developed into a really nice example of the type. I would recommend it to anyone as a chance to gain experience in building limited run injection kits.

SAMI

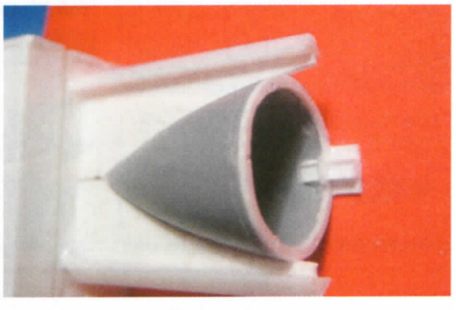
*** Following this build Steve has released three upgrade sets under the FAA banner, marketed by A2Zee models. These cover radar, wingfold, and a general upgrade set, which includes the airbrake, arrester hook, Avon Mk 108 engine fronts and jet pipe assembly and the resin boom plugs. A Sea Vixen FAW.2 Weapons/Stores set (FAAM 72007) containing Redtop and Bullpup Missiles, Rocket Pods, Practice Bomb Carriers and Baggage Pod should be out before the end of October.**



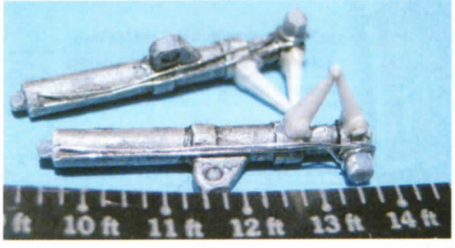
All the elements of the jet pipe assembly were combined and the arrestor hook recess was reshaped. Once complete, a one-piece resin copy was made which again served to align everything at the rear of the fuselage



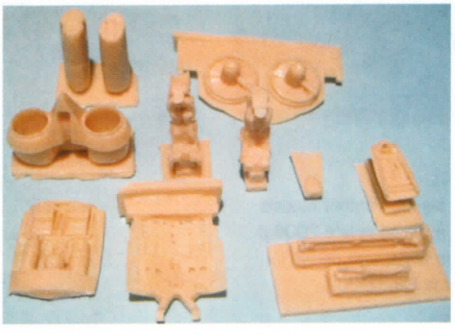
In anticipation of Xtrakit's release a scratchbuilt radar bay assembly had already been prepared using an old Frog Sea Vixen as a template



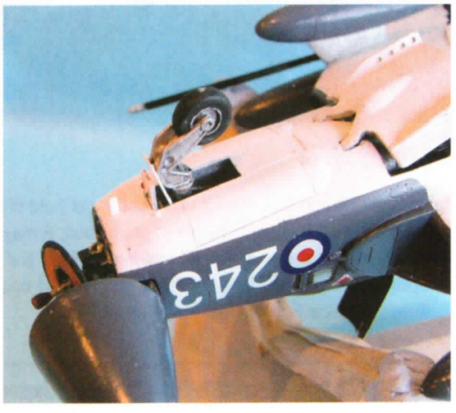
A new nose cone with integral mating ring and hinge was also made up, cloned, and fitted at the end of the painting process



Although a delicate resin nose undercarriage leg and wheel are provided, the main undercarriage legs are very basic so some brake pipes from fuse wire and a pair of scissor jacks were added from the spares box



All the resin detail sets employed in this build are now available from FAA Models via A2Zee



Modelling the Sea Vixen

Not a subject that has been over-kitted in the past, we are finally seeing off the old FROG 1/72 kit, which like so many old moulds has a habit of popping up when least expected – Novo, Revell, Eastern Express, Modelcraft, it has certainly seen some service. Xtrakit's new 1/72 tool has set the standard, and this tool will be released under the MPM label in due course. Magna had resin kits out in the past, which can still be picked up, but prior to Xtrakit's very welcome release, anything injected in 1/72 needed half the Aeroclub catalogue to bring it up to par – with the exception of the limited run High Planes kit.

In 1/48 the Dynavector vacform is still available via HobbyLink Japan, and a new kit is expected from Airfix in the fullness of time. MPM also have the type on their future projects list in 1/48, and given recent co-operations between the companies it can only be hoped that UK model shop shelves will, before too long, be groaning beneath the weight of Czech-manufactured Sea Vixens in Airfix boxes.

In 1/32 we have seen the Panther Production Models vacform, while in 1/144 so far we have had nothing more than the cruel hoax played upon our guileless Editor at the Scottish nationals last year, following which he feels he is owed a FAW.2 in this scale by way of compensation.

Kits

Airfix #TBC 1/48 de Havilland Sea Vixen £TBC

Dynavector #4803 1/48 de Havilland Sea Vixen FAW.2 US$61.34

High Planes #72036 1/72 de Havilland Sea Vixen FAW.1/FAW.2 AUS$50.00

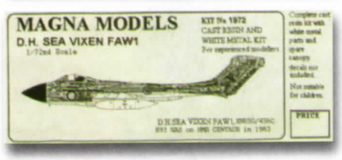
Modelcraft #72015 1/72 de Havilland Sea Vixen FAW.2 £9.89

MPM #48064 1/48 de Havilland Sea Vixen FAW.1 £TBC

MPM #72545 1/72 de Havilland Sea Vixen FAW.1 £19.60

Panther Production Models #32002 1/32 de Havilland Sea Vixen £TBC

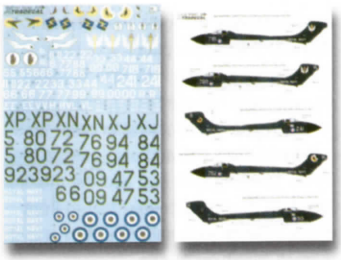
Xtrakit #72003 1/72 de Havilland Sea Vixen FAW.2/D3 £16.99



Big Vixen

Large Scale Modeller's note – if you want to get hold of the big kit, Panther Models advise that while it is currently out of production, it may be reissued in late 2009 if there is sufficient demand. The kit features vacform and resin parts, and decals for one 899 Sqn machine. Price is £79.95, and the kit number is Pan32-002.

Check out their Firefly while you're about it!



Decals

No need to look further than Xtradecal's 1/72 sheet, as this covers the type in its entirety. Model Alliance include Sea Vixens on their *Ark Royal* compilation, and if you don't mind some French stuff going into your spares box, the now out of print ModelArt sheet was pretty good. Hopefully the 1/48 kits will stimulate some scale-ups when they arrive!

Model Alliance #72121 1/72 HMS Ark Royal Air Wing Selection £9.00

Xtradecal #72077 1/72 Sea Vixen FAW.1 and FAW.2 £6.99

Modelart #72021 1/72 includes Sea Vixen FAW.1, FAW.2 and D.3 £OOP

Accessories

Most available accessories are currently aimed at updating the older FROG and Dynavector kits, although Hannants re-issue of the Airwaves parts suggests they anticipate some application to their own Xtrakit – a pretty complete kit from the box, but the Airwaves wingfold looks tempting.

For those wishing to superdetail the Xtrakit Sea Vixen, FAA Models' three new sets are an essential purchase.

Aeroclub #C056 1/72 Sea Vixen Canopies for FROG/Novo/Revell kit £1.20

Aeroclub #V144 1/72 Sea Vixen metal undercarriage, seats, etc. for FROG/Novo/Revell kit £4.50

Airwaves #48094 1/48 Sea Vixen etched details for Dynavector kit £9.99

Airwaves #72185 1/72 Sea Vixen FAW.2 interior for FROG/Novo/Revell kit £5.99

Airwaves #72186 1/72 Sea Vixen exterior for FROG/Novo/Revell kit £5.99

Airwaves #72206 1/72 Sea Vixen wingfold for FROG/Novo/Revell kit £5.99

Airwaves #48023 1/48 2 x Martin Baker Mk.4 ejection seats £4.99

Cooper Details 1/48 resin intakes and trunks with engine compressor fronts for Dynavector kit £OOP

FAA Models #72004 1/72 Sea Vixen resin upgrade set £8.00

FAA Models #72005 1/72 Sea Vixen resin radar set £6.00

FAA Models #72006 1/72 Sea Vixen resin wingfold set £6.00

Falcon #CV1972 # 1/72 Fleet Air Arm canopies set, includes Sea Vixen £9.99

Magna Models #7208 1/72 Sea Vixen FAW.1 conversion for FROG/Novo/Revell kit £10.35

References

Warpaint No. 11 - Sea Vixen
Author:Steve Hazell ISSN 1361-0369
Publisher: Hall Park Books Ltd

Sea Vixen - de Havilland's Ultimate Fighter Aircraft
Author: Richard A. Franks ISBN 1-905414-04-8
Publisher: Dalrymple & Verdun Publishing

de Havilland Vampire, Venom and Sea Vixen
Author: Philip Birtles ISBN 071101566X
Publisher: Ian Allan

Sea Vixen
Author: Brian Fiddler ISBN: 0948251034
Publisher: Friends of the Fleet Air Arm Museum

The de Havilland Sea Vixen
Author: Tony Butler Publisher: Air Britain

*** These items are all available from HobbyLink Japan. For price and availability see the website at www.hlj.com**

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We're going to the Zoo – You can come too...

General overview of the contest area. A portion of the Model tables are shown with the Vendor tables toward the rear

Here's a show report from Kalamazoo, Michigan, a smaller city located about mid-way between Detroit and Chicago. In 1977, a group of warbird enthusiasts founded the Kalamazoo Aviation History Museum. This small museum quickly became renowned for its clean layout and the interesting collection of aircraft, some of which are flyable. In 1998, the education department of the museum asked if the plastic modelling clubs in Kalamazoo and nearby Grand Rapids were willing to hold a plastic model contest as an additional special event for the museum. The first contest was held in 1999 in the museum's renovation centre; this had the added bonus of offering modellers a chance to peruse a number of real aircraft in kit form. In 2004, the museum, now called the Air Zoo, added a major new facility which featured more realistic displays of their aircraft, along with some major interactive treats for the attendees. The 2004 contest moved to this new facility where the models and the vendors were spread among the aircraft on display.

Fast forward to today and the Tenth Annual Air Zoo contest was held on September 6, 2008. The contest, hosted by IPMS West Michigan from Grand Rapids and the Kalamazoo Scale Modellers, attracted modellers from Michigan and surrounding states. Some 104 modellers entered a total of 354 models in forty-one different categories; seven special awards were also given. A Make & Take event was also organized, which allowed seventy-five youngsters to build simple models, often for the first time. Approximately forty tables of vendors allowed the modellers to shop to their heart's content and a raffle offered modellers the chance to win some great prizes. The contest was located inside the Air Zoo museum where the attendees could take advantage of all of the museum exhibits and features.

Special Awards included a 'Peoples Choice,' which is selected by votes of the entrants and museum visitors. The well-deserved winner of this was a beautiful diorama of an OS2U Kingfisher mounted on Turret No. 2 of the USS *Texas*, built by Fred Gore.

All in all, it was considered a successful contest. The location requires some travel by most of the attendees but where else can modellers display their models and buy from vendors located in the shadow of an SR-71, an F-14, an F-8 and an F/A-18 while having the opportunity to sit in the cockpit of a P-47?! Look for future modelling events at The Zoo in our show calendar at ipmsusa.org.

SAM

The photos were taken by John Wells, Steve Nelson and Clare Wentzel. Many thanks to Clare for providing the information and pictures.

View of the Raffle table. The prizes are shown at the rear

Winner of the Peoples Choice Award. This was an OS2U Kingfisher mounted on Turret No. 2 of the USS Texas. Built by Fred Gore

1/48 F-4E/G 'Kurnass' - Lee Ainsworth

This model of the Tupolev Bounder was built by Greg George

The winning helicopter makes good use of humor. This Mi-24 V was built by Chuck Stewart

This A-26 Invader is well constructed by Steve Nelson

Close-up of the nose of P-47 Whooooo

The winner of the Conversion, Vacuform and Scratch category. This scratch-built Piper PA-25 Pawnee Crop Duster was built by Mark Sieler

Grumman F6F Hellcat. This 1/72 model by Gary Jones was the winner of the 'Spud Ensing - Excellence in Aircraft Modelling' award

This Accurate Miniatures B-25D won the Twin-engine Prop category. Built by Steven Butt

This 1/100 Me 262 shows great detail. Model by Keith Gerva

Great model of an Albatros D.III

Shows USA

November 1st, 2008
Lone Star NNL #4 2008
228 Chamberlain St, Irvin, TX
Presented by IPMS/Metroplex Car Modelers Assn.
www.themcma.com/html/Home.htm

November 1st, 2008
IPMS/Middle Tennessee Model Contest & Show
315 John Rice Blvd, Murfreesboro, TN
Presented by IPMS/Middle Tennessee
Novus Henery (615)893-0127

November 1st, 2008
Desert Classic XII
3041 W. Avenue K, Lancaster, CA
Presented by IPMS/Antelope Valley
www.avg-ipms.org

November 2nd, 2008
Baycon 2008
304 Highland Ave, Sth Attleboro. MA
Presented by IPMS/Bay Colony Historical Modelers
Robert Magina (508)695-7754

November 8th, 2008
Liars Model Car Challenge
130 East Merrick Rd, Freeport, NY
Presented by IPMS/Long Island Auto Replica Society

November 8th, 2008
IPMS/LaFayette Scale Modelers Model Show
352 Devers St, Fayetteville, NC
Presented by IPMS/LaFayette Scale Modelers
http://members.aol.com/LIARSCC

November 8th, 2008
13th ACME NNL Southern Nationals
200 Village Green Cir SE, Smyrna, GA
Presented by IPMS/ACME
www.acme-ipms.com/2008_nnl.htm

November 9th, 2008
Basset Place Veterans Day Tribute
Basset Place Shopping Center, 1112 Geronimo Dr, El Paso, TX
Presented by IPMS/El Paso
www.ipmselpaso.us

November 15th, 2008
ModelZona 2008
Commemorative Air Force Museum, 2017 N. Greenfield Rd, Mesa, AZ
Presented by IPMS/Craig Hewitt
www.ipms-phoenix.org

November 15th, 2008
26th Annual IPMS Butch O'Hare Model Contest and Swap Meet
701 Plainfield Rd, Downers Grove, IL
Presented by IPMS/Butch O'Hare
Marc Brzezicki (630)285-1774

View of the Make and Take area. Curt Lester worked all day and was able to have about 75 youngsters build a model. Where possible, we required that a parent be available

Ship-borne Sub Hunter

Lockheed's S-3B Viking

S-3B Viking

Scale: 1/48	Kit No: 2623
Price: £17.99	Decal options: 3
Panel Lines: Recessed	Status: Reissue
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

Acessories Used

Black Box #48065 S-3B cockpit set
Erik R Mark's resin one-piece intakes
Microscale Decals 48-437 Lo Viz S3 Vikings VS-32 & VS-33

Designed as a replacement for the Grumman Tracker, the Viking is a product of Lockheed, with assistance from Ling Tempo Vought (LTV), whose experience with carrier-borne aircraft was indispensable. First flying in 1972, the Viking is a high-wing turbofan-powered aircraft whose primary role was initially that of Anti-Submarine Warfare (ASW) but was changed in the latter half of the 1990s to Anti-Surface Warfare (ASuW).

In addition to the large internal weapons bay, two underwing hard points are capable of carrying a large and diverse range of weaponry and stores, including the ubiquitous 300gal drop tank, and Aerial Refuelling Store (ARS).

Originally issued by ESCI as an S-3A in the early part of the 1980s, the kit was also released under the AMT/Ertl banner as the ES-3 Shadow, a lesser-known cousin of the Viking with extra lumps, bumps, and protrusions for use in the Electronic Intelligence (ELINT) gathering role. The latest incarnation has come courtesy of Italeri and includes markings for three different aircraft. Weapons included are two Harpoon missiles to fit under the wing pylons and four torpedoes to fit into the weapons bay. Some boxings have had variations on this theme, including the ARS (Aerial Refuelling Store), standard Aero-1 300 gallon drop tanks, and the large cargo pods for the Carrier On Board Delivery (COD) version.

Although the box top states it is an S-3B, there are numerous small updates that need to be added to get closer to portraying the B. In a nutshell these are:

- The MAD (Magnetic Anomaly Detector) boom is deleted, and a blanking plate inserted in the resultant gap
- A GPS antenna needs to be added above the cockpit
- The number of sonabuoy tubes is reduced from 60 to 16
- Chaff and flare dispensers need to be added to the aft fuselage
- Low intensity strip lights on forward and aft fuselage and vertical stabiliser
- ESM antennae on wingtips require modification in order to represent the real thing more accurately

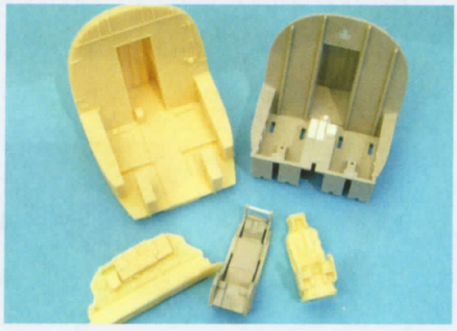
Cockpit & Fuselage

Given the large cockpit transparency I decided I wanted to add some extra detail so I employed a Black Box resin cockpit. The detail provided in this set is nothing short of incredible, and comparison against photographs shows it to be very accurate indeed.

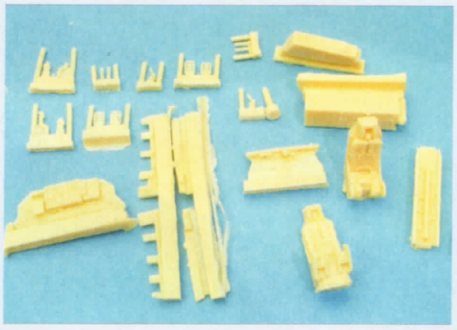
The first task is to remove any moulding plugs, and to thin down the underside of the tub in order to allow it to fit over the nosewheel well. The resin ejector seats are also very well detailed; the only items to be added are the horizontal and diagonal braces to the canopy breakers above the headrests, which are easily formed from plastic rod.

Painting commenced with spraying some slightly lightened black on the panels and in the corners and crevices of the tub, with the panels then being masked off ready for the light gray to follow. Once this had dried detail painting could commence, using a toothpick and a 000 brush to pick out the details on the instrument panels and seats. The Multi-Function Displays (MFDs) were coated with Gunze transparent green, which, over the top of the light gray base coat, looked quite effective.

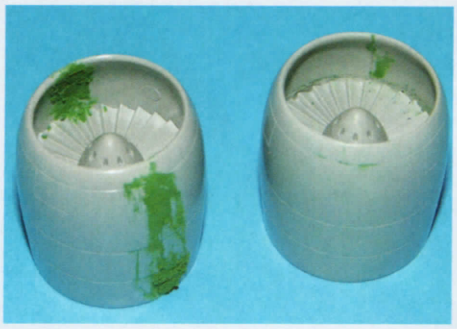
The seats were given a dry-brushing of light green over the cushions and belts, with white being used for the seat



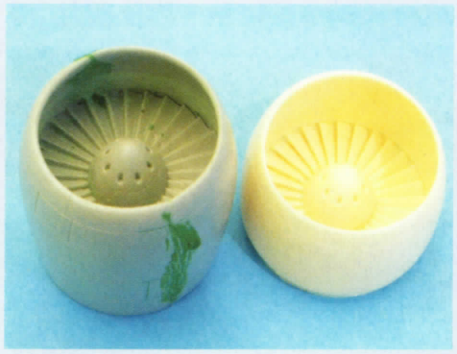
The basic kit interior compared to the lavishly detailed Black Box one



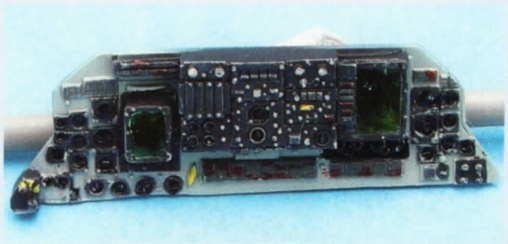
Black Box components laid out



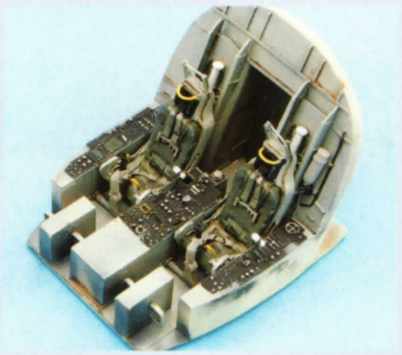
The kit's forward engine nacelles - note the filler and ejector pin marks in a very awkward place!



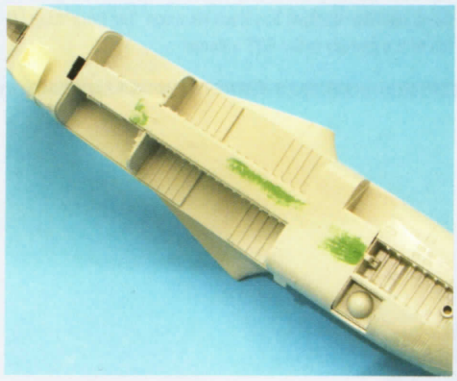
Kit nacelle compared to the resin one



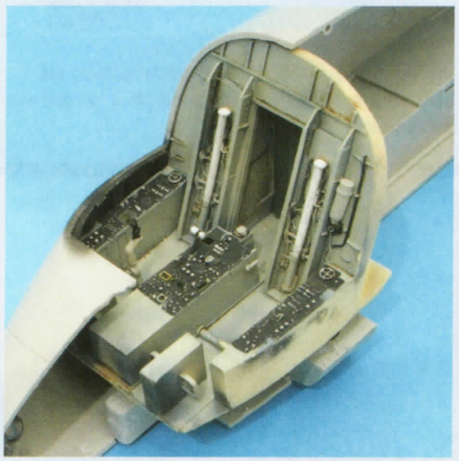
Resin instrument panel following painting. Attaching it to a piece of sprue with Blu-Tack makes it much easier to hold for detail work



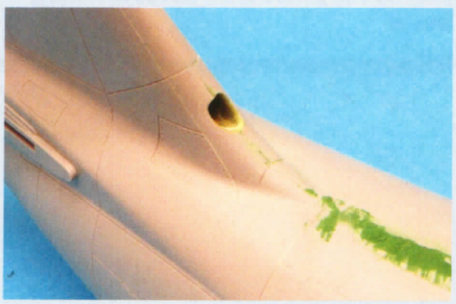
Come on board! With the seats installed it takes on a life of its own



Filler was needed on the belly along the seam



The completed cockpit before it all gets sealed up



The ram air intake at the base of the fin was simply made from a drinking straw, which was cut to length once the glue was thoroughly set

frames followed by a light wash of thinned paint.

Moving right away from the business end of the fuselage, the bay that houses the arrestor hook came in for a spot of experimental treatment. The bay itself is moulded in two halves, with a very prominent seam, which is nigh on impossible to fill, so some aluminium sheet from a soft drink can was cut to size, embossed from behind to simulate rivets, and then fixed to the forward wall of the arrestor hook bay. I think the embossing leaves something to be desired, but hopefully it will be well hidden by the hook itself.

At the base of the rather large fin is the ram air intake, feeding the Air System Heat Exchanger, which on the kit is nothing more than a hole. To provide an intake duct a short length of drinking straw was glued to one half of the fuselage, with the end left protruding from the leading edge of the fin to be trimmed later on once everything was together.

While still at the tail end the first of the necessary modifications to bring the kit up to the B standard was performed – the deletion of the MAD (Magnetic Anomaly Detector) boom. This was simplicity itself. To blank off the hole the forward end of the boom was cut off and the rim sanded slightly so it would fit in, and then inserted backwards into the hole – this leaves a very neat blanking plate, and saves having to cut or punch any discs from plastic sheet.

Also present as part of the upgrades are the ALE-39 ECM dispensers, and rather than spend time trying to track down the required photo-etch set to do these, I elected simply to show the blanking plates that cover them when not in use. This was very simple - a small square cut from thin plastic sheet with the corners sanded to a small radius, and then fixed to the fuselage using liquid cement.

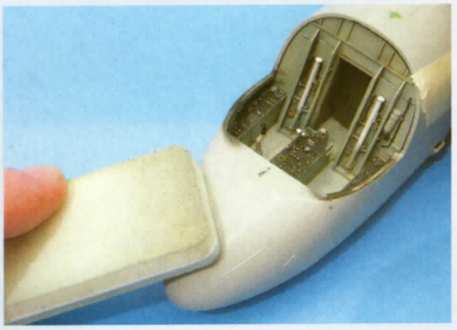
The finished resin parts were glued to the respective halves in preparation for closing up the fuselage. It is a testament to the people who made the masters for the Black Box resin cockpit that it required nothing more than a few wipes of the sanding stick to ensure that it fitted snugly once the halves were joined.

In retrospect it would have been wise to glue in some small plastic tabs along the length of the spine to help alignment and reduce flexing, as this join proved a touch tricky to get right, ultimately requiring several applications of filler and sanding in an effort to get a smooth seam. To help make the sanding process easier, all the blade aerials, which are moulded onto the fuselage halves, were carefully removed and set aside for reinstatement at a later date.

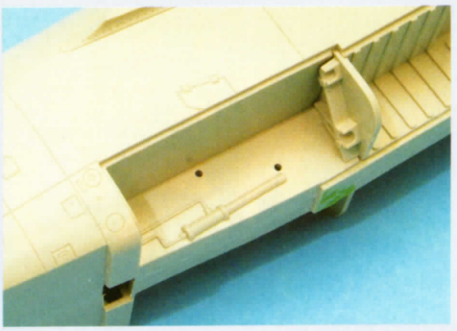
Because of the slightly misshapen instrument coaming, which took some effort to get an approximate fit, the canopy would not quite sit squarely on the fuselage, and this in turn meant the judicious use of various adhesives, and secure taping, to get it seated correctly. In the event, it still needed a touch of filler around the seams to blend it into the fuselage. Due to the extensive glazing and comparatively few frames, it was a fairly straightforward task to mask it up for painting.

Motive Power

A distinguishing feature of the Viking are the GE TF34 turbofan engines, which are virtually identical to those used on the pugnacious A-10. The original kit components supply the forward cowlings that cover the forward turbine blades in two halves; this of course means that there is an awkward seam to clean up on the inside. Fortunately help is at hand in the form of some nicely done one-piece resin intakes for the aircraft (a set is also available for the A-10). Not only does this eliminate a most awkward seam, it also addresses the problem of the engine blades, in that it has the

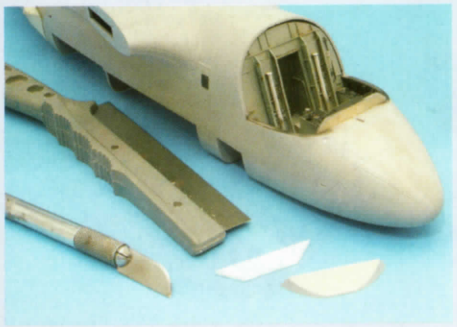


With the seams cleaned up, they were given a rub down with a MasterCasters sanding stick to smooth and polish the surface



The undercarriage bay with the spartan detail as supplied

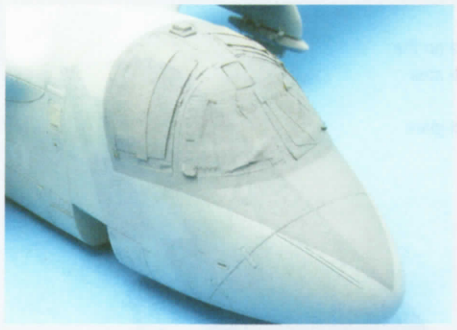
Some of the tools used in reinstating the panel lines (going anticlockwise): Tamiya scriber, needle scriber, Dymo tape, and etched template



Getting the instrument panel coaming to fit over the new panel. The white plastic card is to pack the kit's coaming piece up

Pre-shading was mainly done over control surfaces and access panels, and anything that looked like it was held on with fasteners

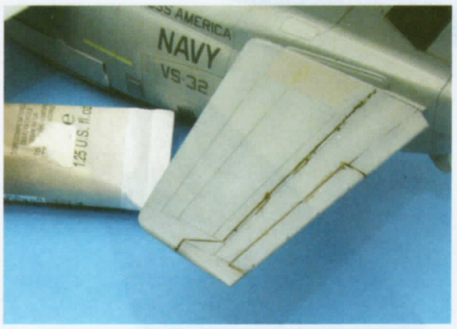
The main coat of paint is now on along with the anti-glare panel and the masking has been removed. The boxy thing on top of the canopy is the GPS antenna



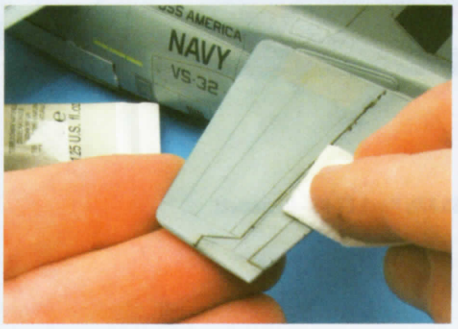
With the main colour on, the post-shading commenced with spraying a lightened shade around any panels that looked like they were removable or could open to look like the patchy appearance that the TPS took on

Masking off the jettisonable panels above the rear crew positions, and spraying with dark Ghost Gray. The purple tape is a low-tack variety

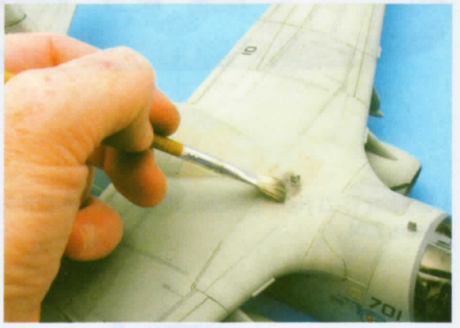
Starting to apply the weathering, in this case using oil paint for the panel lines. The plastic container has a few drops of turps in it as well as a smear of the oil paint. The fine brush helps keep control of it all



You don't have to be too precise when applying the wash, as after a few minutes it will be wiped off with a tissue



Here the oil paint is wiped off using a clean tissue - wipe in the direction of the airflow so any streaks will at least look realistic



Rub the pastels on in areas where wear and grime would occur - any excess is easily removed if you think it's overdone

correct number, and all are nicely undercut instead of the bevelled edge necessitated by the limitations of injection moulding. These were originally mastered by Erik R Mark, and are a superb example of the art of manufacturing resin replacement parts. The instructions are literally nothing more than a hand written note and sketches, but they do tell you precisely where to cut, and how to achieve the best result.

The first step was carefully to mark where the cut on the kit components is to be made. Clean up of the castings is quick and painless, and all that remains is to ensure the mating faces on the adjoining plastic parts are smooth and square. Care must be exercised when joining the fore and aft halves, as the leading edge of the nacelle rakes forward at the top, and as there is no key or indicator as to which way is up, so the possibility of installing the resin parts upside down remains high. Once the superglue has set, the seams can be cleaned up using filler if necessary, although very little was required on either nacelle

Undercarriage and landing gear bays

Although designed by Lockheed, the main landing gear was adapted from the LTV F-8 Crusader, and the nose gear from the LTV A-7 Corsair II. The main landing gear bays are devoid of detail, aside from the forged structure that the gear legs attach to, and a couple of half-hearted hydraulic actuators moulded in relief. The real aircraft features a morass of hydraulic lines, as well as some rotary actuators and linkages for closing doors etc.

I decided that the easiest route would be to model the most obvious members and include enough piping to make it look busy. To simulate the riveting visible inside the bay, I used thin shim brass embossed using a sharp metal scriber and an engineer's rule to ensure the lines remained straight and the rivets evenly spaced. Using some callipers, I measured the length of the wheel bay and this length was transferred to the brass sheet and accordingly cut to length. This was then folded to fit and glued into place, and any overhang was trimmed off.

Although I had good reference photographs, it was still with some difficulty that I guesstimated the internal layout of the well, and what actuators went where and did what. As I was not going the whole hog with the extra detailing, I could pick and choose as to what I did or didn't include. The main items were the diagonal braces and some of the actuators, which were fabricated from plastic rod and strip offcuts. Hydraulic pipe was added using some 5 amp fuse wire, although thin solder might have been a better substitute. Other components were made using odd pieces of brass sheet and plastic rod.

The nosewheel bay is again sparsely detailed, featuring some very heavily moulded ribs and not much else. To give a little interest I added some hydraulic lines from fuse wire and scrap pieces of plastic. The pintle around which the nose leg retracts was added from two short lengths of plastic rod. The retraction mechanism on the kit comprises a large hydraulic ram similar to that seen on the Hornet, but the reality is somewhat different, as it comprises an I-shaped beam with a linkage to which a hydraulic motor is attached. The motor swings the arm up and in, thus retracting the wheels in the process. To replicate this (admittedly in a somewhat simplified form) I used a short length of Plastruct I-beam, with various plates and levers fabricated from scrap plastic.

The weapons bay is included in the kit, albeit in a much simplified form, with only a crude representation of the internal structure present. To fill the bay four torpedoes are included. I decided against opening the bays, and carefully glued the doors in the closed position, although this does take a certain amount of jiggery-pokery to get them to align neatly. For those not wishing to detail the internal weapons bay, a very neat resin set is available from Goffy Model to spice things up; the set also includes the wheel bay and features some delicate detail throughout.

Don't forget the walkways down the tail end. The colour of the walkways varies on Vikings - from a light gray such as this to a dark gray or even black

Winging it

The wings are simplicity itself to assemble with nothing more than a few swipes of a sanding stick required to produce smooth, seamless leading and trailing edges. Again, for the more adventurous, Paragon designs produced both wingfold sets and separate flap and slat sets to add extra detail.

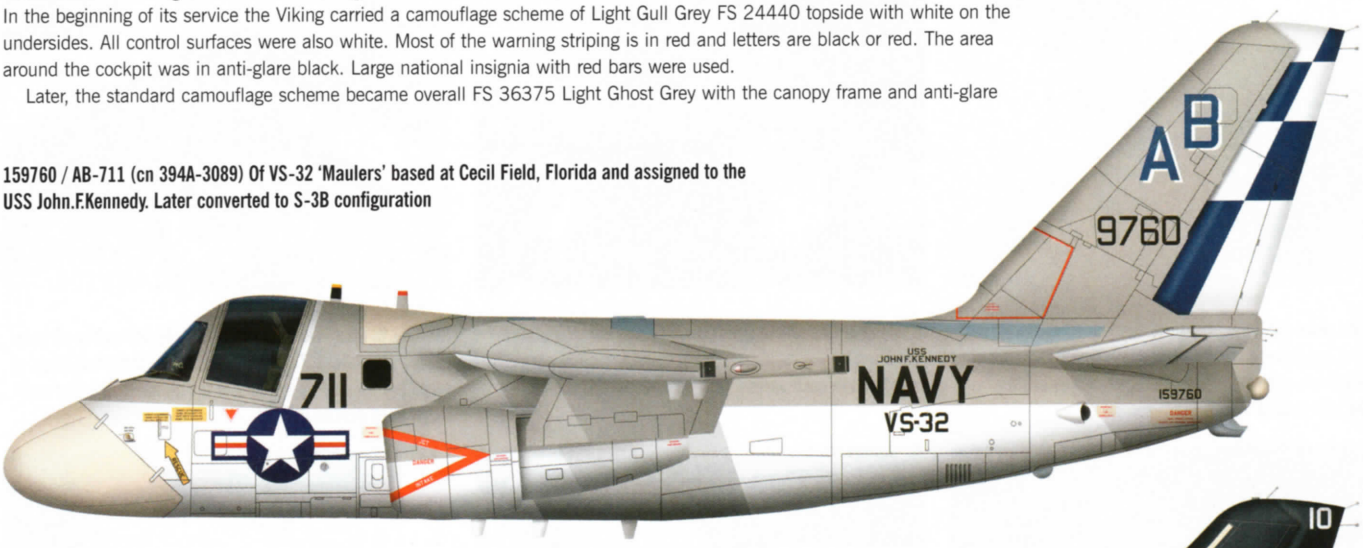
Step four of the instructions would have you add a series of small blades (parts 103G) along the underside of the wing where the flap tracks are. I thought originally these were part of the flap extension/retraction mechanism, and dutifully added them just like the instructions said. In perusing some photos of Vikings shortly afterwards I noticed that these blades were conspicuous by their absence - a quick look at further photos showed the same thing. I don't know where Italeri got their information from, or perhaps these were part of the original kit, but they appear to be an erroneous addition, so I carefully removed them. Perhaps these were a hangover from the Sea Shadow version with all its extra lumps, bumps,

Lockheed S-3B Viking – General camouflage colour notes

In the beginning of its service the Viking carried a camouflage scheme of Light Gull Grey FS 24440 topside with white on the undersides. All control surfaces were also white. Most of the warning striping is in red and letters are black or red. The area around the cockpit was in anti-glare black. Large national insignia with red bars were used.

Later, the standard camouflage scheme became overall FS 36375 Light Ghost Grey with the canopy frame and anti-glare

159760 / AB-711 (cn 394A-3089) Of VS-32 'Maulers' based at Cecil Field, Florida and assigned to the USS John.F.Kennedy. Later converted to S-3B configuration



S-3B Viking VS-21 Fighting Redtails, NF710 / 160604. CVW-5, USS Kitty Hawk CV-63 - Retirement Scheme, 2004

160138 / AG-701 (cn 394A-3120) [K100] From VS-31. An S-3A of VS-31 assigned to CVW-7 aboard USS Dwight D. Eisenhower in 1987

Lockheed S-3B Viking, 160127 / NJ-741 (cn 394A-3109) VS-41, Halsey Field, USA – California, May 3, 2005

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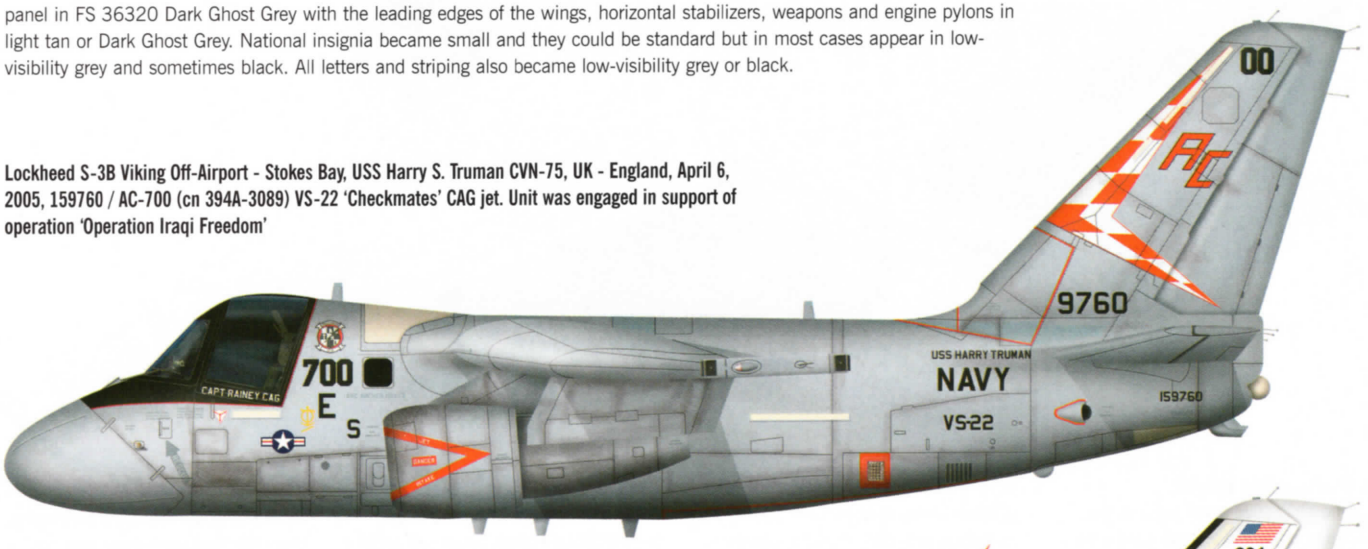
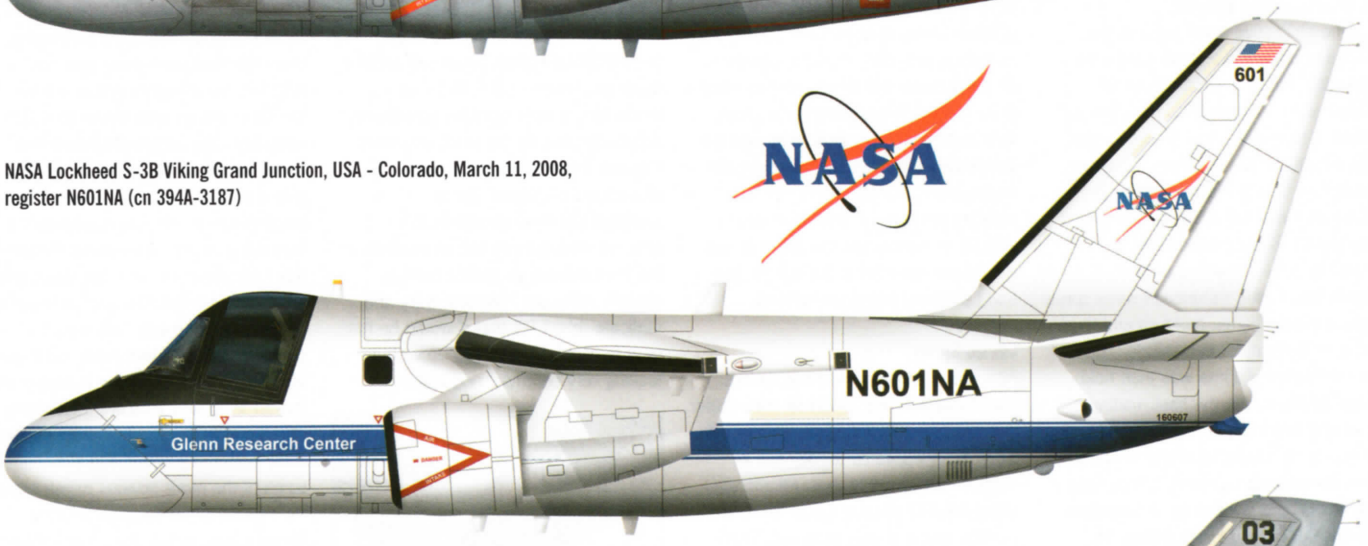
panel in FS 36320 Dark Ghost Grey with the leading edges of the wings, horizontal stabilizers, weapons and engine pylons in light tan or Dark Ghost Grey. National insignia became small and they could be standard but in most cases appear in low-visibility grey and sometimes black. All letters and striping also became low-visibility grey or black.

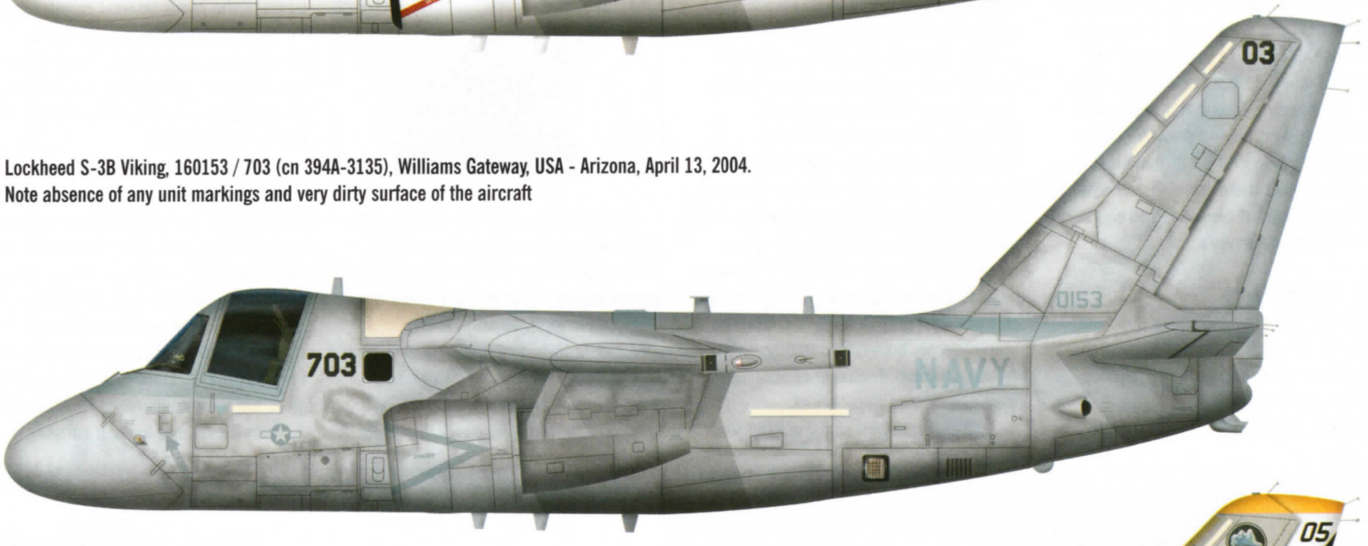
Lockheed S-3B Viking Off-Airport - Stokes Bay, USS Harry S. Truman CVN-75, UK - England, April 6, 2005, 159760 / AC-700 (cn 394A-3089) VS-22 'Checkmates' CAG jet. Unit was engaged in support of operation 'Operation Iraqi Freedom'



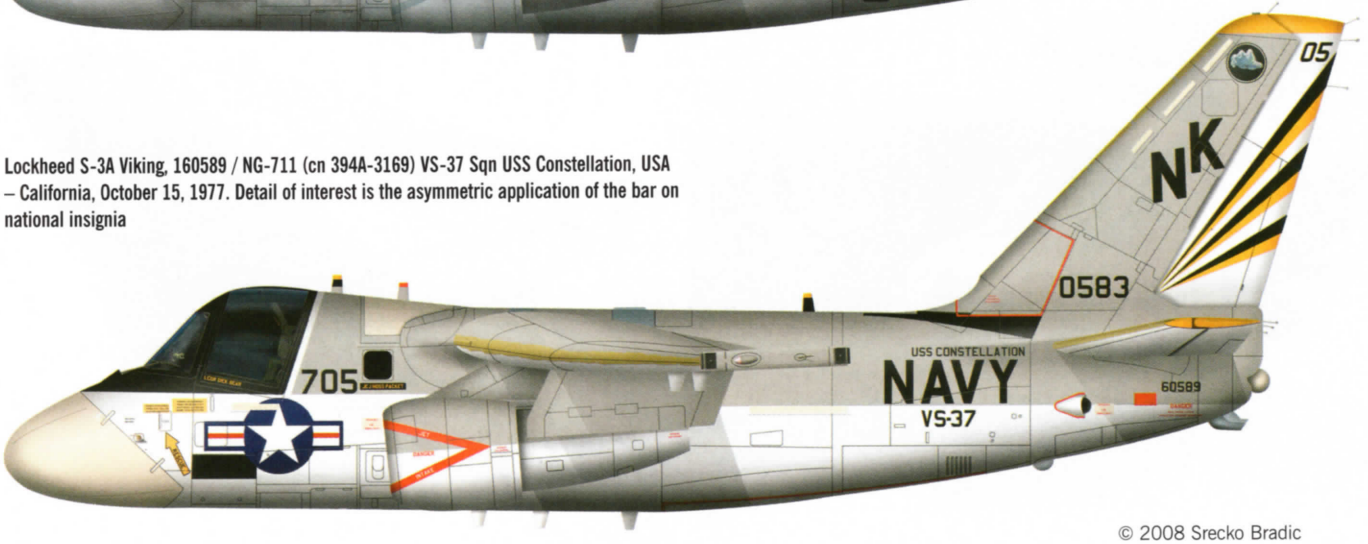
NASA Lockheed S-3B Viking Grand Junction, USA - Colorado, March 11, 2008, register N601NA (cn 394A-3187)



Lockheed S-3B Viking, 160153 / 703 (cn 394A-3135), Williams Gateway, USA - Arizona, April 13, 2004. Note absence of any unit markings and very dirty surface of the aircraft



Lockheed S-3A Viking, 160589 / NG-711 (cn 394A-3169) VS-37 Sqn USS Constellation, USA – California, October 15, 1977. Detail of interest is the asymmetric application of the bar on national insignia



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appendages and aerials?

The distinctive aerial pods at the wingtips came in for some additional detailing. Firstly, a small square of plastic card was added to the ends and sides of the pods – four pieces in total are required; I used 2.5mm x 0.8mm (0.030" x 0.10") Plastruct strip. To simulate the small antennae bumps on the pods I tried a method that is possibly better known to armour modellers. Firstly, I stretched some sprue over a candle flame, being careful to get as even a diameter as possible. The end of the stretched sprue was then held close to the flame, the heat melting the end and forming a small dome. This was then cut off, placed carefully to one side, and the process repeated. It may take a bit of trial and error to get a consistent result, but I found I was getting the result I wanted after the first few tries.

The stores pylons are a once-piece moulding, and have the sway braces moulded in. To add a bit of interest to these I drilled them through and inserted a small length of plastic rod to represent the tensioning screws.

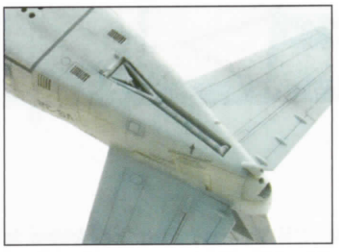
All Together Now!

With all the sub-assemblies done and dusted, it was time to mate them all together to form a complete aircraft. There were no major dramas in this process, although I did have to use a bit more filler than I expected on the upper junction of the wing-to-fuselage join. As no spar is provided, I used cyano glue on the joint as well to add some strength to it. The tailplanes fitted like a glove, with no need for any filler. Although the pylons were attached at this stage, the engines were left off to facilitate the painting process – it would be very difficult to manoeuvre the airbrush and get proper coverage in the narrow gap had I attached them prematurely.

Let us Spray

Although Italeri provide three options (two hi-viz and one lo-viz) on their rather generously proportioned sheet, none of them really appealed to me, and as coincidence would have it, Microscale sheet 48-437 popped up on an online auction and was duly procured. This decal sheet has options for two Vikings in the lo-viz TPS (Tactical Paint Scheme), one from VS-32 CVW-1 Maulers, the other from VS-33 CVW-9 Screwbirds. Although I did like the tail art of the Screwbirds I preferred the VS-32 option as it seemed to have a bit more visual impact. Although Microscale provide the dark gray stencilling for VS-32, the light gray data for the VS-33 ship must be bought separately - a point to bear in mind if looking at acquiring this well printed decal sheet.

The chosen paint scheme itself was simple enough - Light Ghost Gray (FS36375) overall with Blue-Gray (FS35237) anti-glare panel and cockpit surround. However, the TPS was renowned for looking rather weathered, especially after all the touch-ups from the mandatory corrosion control procedures employed. Some photographs show aircraft in this scheme looking more like an example of the quilt makers art than a combat aircraft. Although I wanted to try and replicate this, I felt that it would be too easy to overdo it, and end up with it looking very contrived and intense.



Following an initial coat of light gray, pre-shading was applied in selected areas, mainly over control surfaces and access panels in an effort to avoid the 'flying quilt' look. To subdue the preshading from the start, I used a dark gray instead of black. Once this had dried Humbrol's 127 (FS36375) was sprayed over the top, exercising restraint so as not to obliterate the preshading. Once this had been given time to dry fully I mixed a slightly lighter version of the same colour, which was then lightly sprayed in the centre of some of the upper panels on the wings in order to give it a faded look, and to give it some tonal variation - the plain gray looked very flat and one-dimensional. Following this I set about spraying the touch-ups around access hatches and other panels. A look at photographs will reveal a plethora of panels that have had the re-spray treatment, but there is rhyme and reason as to why they are treated this way. As I didn't want to get too carried away with the process, I just chose some of the more obvious panels around the aft end of the fuselage and the avionics bays below the cockpit. The area adjoining the folding mechanisms on the flying surfaces also came in for the same treatment.

The panels above the rear crew member's stations, the Sensor Operator (Senso) and Tactical Coordinator (Tacco), are the same polycarbonate material as the main canopy, but are painted over to eliminate glare from the operator's screens. This always appears as a slightly darker shade, and to convey this I used Humbrol Dark Ghost Gray, which gives the subtle difference in colouration.

With everything looking suitably

patchy thought could be given to the darker gray surrounding the cockpit and the anti-glare panel. The first step was to mask off the surrounding area, using some low-tack masking tape. To get the tape to conform to the curvature of the nose, it was cut into thinner strips and laid down, with the broader strips going around them. The instructions called for Blue-Gray FS35237 here, and a bottle of Gunze Sangyo acrylic paint was found lurking in the depths of the paint drawer. A couple of drops of light gray were added to tone it down slightly. At the same time the ESM plates were masked around and sprayed in the same blue-gray colour as per the photographs I had.

Fun with Stickers

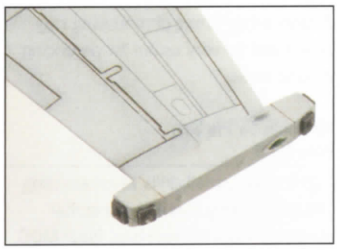
With all the paint now sorted a coat of acrylic floor polish (Future/Klear) was sprayed over the entire model in preparation for decalling. The Microscale sheet is well printed, and I have to say I was most impressed with both the adhesive qualities and the toughness of the decals. The opacity was also first rate, with no apparent bleed through of the underlying colour. Not that it would have really mattered in this case!

The placement instructions for the decals are, however, somewhat lacking, and there were some decals that had no information as to their location. In particular, the '01' numerals that found their way to the upper surface of the flaps - I have no idea if it is correct, but it at least looks plausible.

To finish of the process a coat of matt varnish was sprayed over the entire model to give it that characteristic look.

The final touches

Now that everything was in a state of near completion, the final details could be attended to. The engines were attached, which was a simple task, to be followed by the undercarriage. Due to



the size of the location lugs, this was no problem at all, and made for sturdy connections.

To finish off the weathering process, especially over areas like the walkway decals, I used pastel chalks in various shades to create the illusion of an area that had had a lot of big heavy boots clambering over it, as well as around the access hatches where grimy hands would push them shut. The beauty of pastel chalks is that if you don't like what you've done, it can easily be removed.

Although two Harpoon missiles are included to hang under the wings I wanted to do something a little different. I didn't have access to any of the drop tanks, nor a refuelling store, which meant I had to cast my net a little further. One of the interesting things about the Viking is the diverse range of weapons it can carry – not just those specific to anti-submarine and shipping warfare, but also many different types of bombs, rockets, and missiles including the Maverick. A frenzied search through the stash came up with a Hasegawa weapons set which had some LAU rocket pods in it, which being a legitimate load, were duly assembled and painted in readiness for loading on.

The undercarriage doors were a simple butt fit against the fuselage, and again cyano glue was used for its rapid drying time. The dorsal and ventral aerials were the next to go on, followed by the arrestor hook once it had had its stripes applied. Note, however, that in step 7 the instructions have transposed parts 72F and 73F with 74 and 75F respectively – the smaller doors go at the forward end of the wheel well, below the main undercarriage legs. Also, parts B20 and B42, being the pitot probes, are not mentioned in the instructions – these are located on both sides, one below the rear crew station, the other just forward of the cockpit.

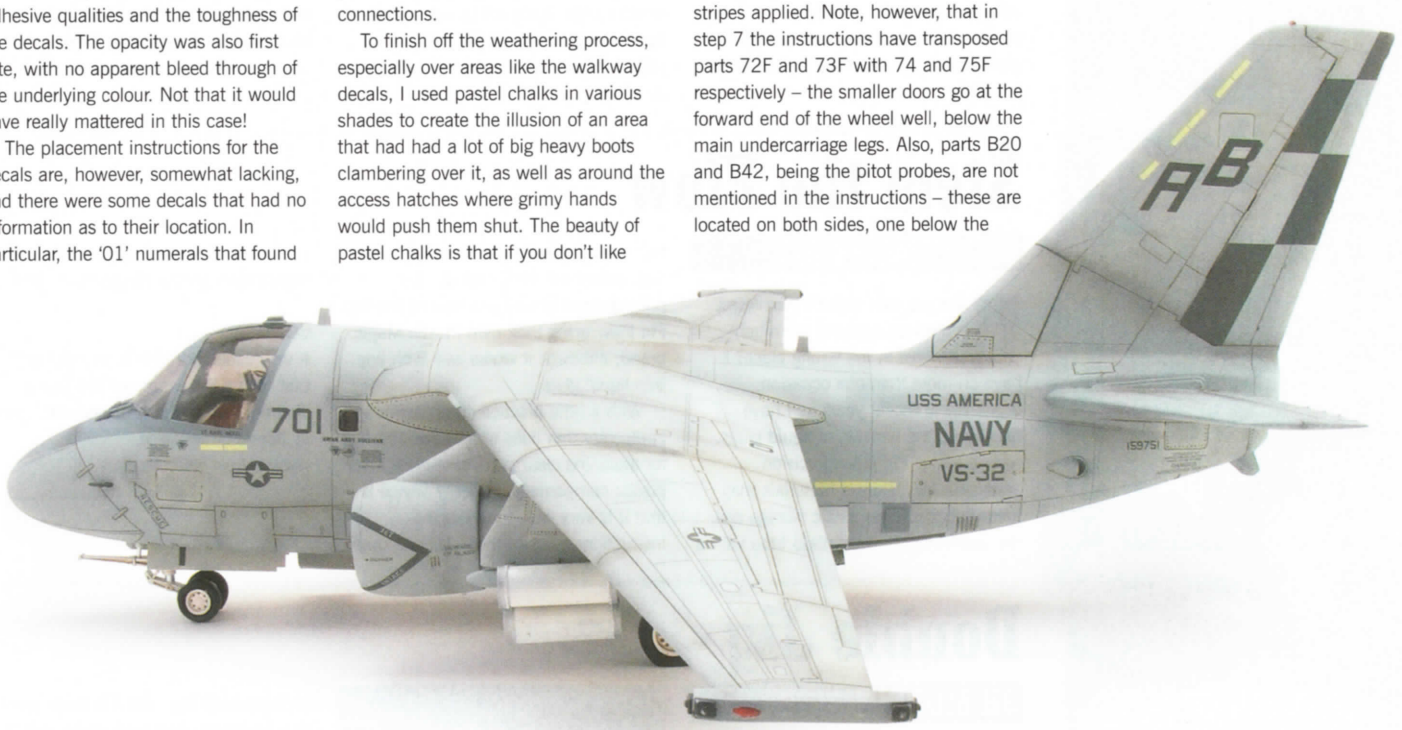
The very last item to be added was the crew access step, which was sprayed with Tamiya's XF57 Buff, and once dry some very worn fine grit wet and dry sandpaper was glued to the steps to represent the non-slip surface.

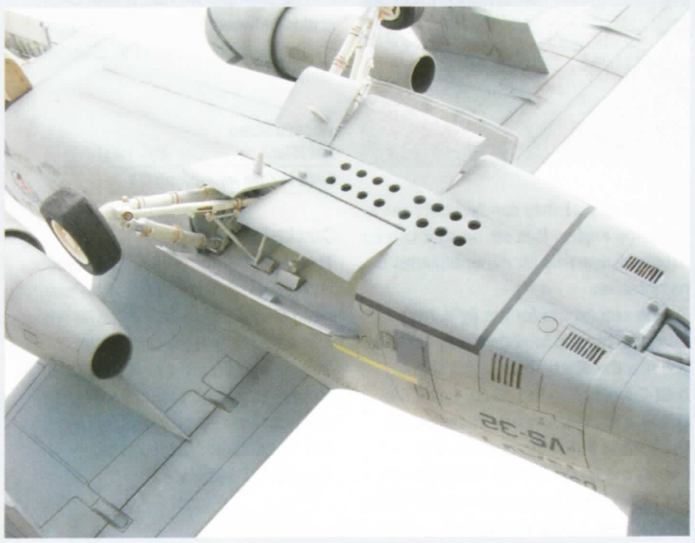
In Conclusion

While this kit did take some time to get finished, I'm pleased with the result. I learned a few things on the way, and it looks good on the shelf next to my other jets. For those with an interest in US Naval aviation, or who just like jets, Italeri's Viking is hard to pass up.

Lastly, I must express my appreciative thanks to Capt Bill Suggs (USN), for his unstinting help and guidance throughout the duration of this project; without it a lot of questions would have remained unanswered.

SAMI





Mr Hobby Mr Pin Vice

Tools, paints and adhesives are vital parts of the scale modeller's armoury. *Scale Aviation Modeller International* will test and review any such products that manufacturers care to send us for consideration.

New Tools

MSD

A whole selection of new tools and accessories from a Japanese company called Mr Hobby is now being sold in the UK by MDC, as well as a new sanding stick in their own range.

Mr Hobby Canopy Glue
Price: £3.50

This adhesive attains a very strong bond between clear parts without the risk of fogging, and a big plus is that you do have some working time before the adhesive cures and a little experimentation shows that this glue is also suitable for attaching etched brass to plastic.

Mr Hobby Mr Clay
Price: £7.50

A large white tablet of modelling clay which will be very useful for producing ground work.

Mr Hobby Mr Pin Vice
Price: £10.25

I go through small drills at an amazing rate often losing them in the corner spaces of my loft workshop. Now MDC have imported this set of five of the most common drill sizes, which are pre-fitted in to a handgrip making them far easier to use. Each drill is colour coded by size: red 1.0mm, blue 1.5mm, yellow 2.0mm, green 2.5mm, and blue 3.0mm.

MDC 2-way Polishing Stick
Price: £2.95

This two-sided sanding stick is made in a softer material than the rest of the range and is specifically designed for removing imperfections and moulding seams from canopies, so as you can imagine the two grits on each side of the stick are fine and very fine.

Conclusion

MDC have added some useful accessories to their already extensive range of products, and I must admit to having a particular liking for the Pin Vice set which is now a permanent fixture in the corner of my work bench. Always worth a visit at Telford, no doubt the full range of Mr Hobby products will be on sale at the MDC stand, or visit the website www.modeldesignconstruction.com

SAMI

Stem the Flow

DELUXE MATERIALS

Have you ever spoiled your latest project by applying too much adhesive in the wrong place? I have on more than one occasion, especially in recent years as I have discovered the benefits of liquid glues. Now the new Pin Flow precision applicator from Deluxe Materials may help. Supplied in a plastic storage box, the applicator is a long glass tube with a thin syringe needle at the end. Simple text, combined with a set of photographs, shows you how to use the Pin Flow using their own Plastic Magic brand, although it works well with any thin liquid glue.

With a little practice it is possible to apply very thin lines of adhesive, perfect for attaching clear parts or very delicate plastic components. My only advice is that it is very wise to follow the instructions closely when cleaning the applicator after use to prevent the thin needle from getting clogged with glue.

Conclusion

A very useful addition to the tool box that with a little care will last you a lifetime. Visit the Deluxe Materials stand at Telford or online at www.deluxematerials.com

SAMI

Double Jig

JH MODELS

At Eday we found a new product which will be of interest to many readers as it solves two modelling problems in one go.

Czech manufacturer JH Models have produced a wooden stand that can be used in a number of ways. The item is supplied as a selection of laser cut wooden parts that need some assembly before use, but the clear instructions make this a simple task and I had mine together in under 10 minutes. A nice touch is the use of rubber, which is glued to the faces of the wood that will touch your model, and not only helps prevent the model slipping off the stand, but also protects the paintwork and finish.

The stand can be used as a jig to aid you in assembling your models. The jig can be adjusted in numerous ways and guides are marked on all adjustable sections so that they can be easily set to the same angles. It is set up so it can be used just as easily for either biplanes or monoplanes.

The second use for the jig is to transport models to shows, and for this you use the elastic bands supplied to hold the wings to the stand, using the different sized saw tooth undercuts on the bottom of the support arms to ensure the model is held firmly but not too tightly. This method of support takes all the weight off the model's undercarriage legs and it is these parts that I normally find lying at the bottom of a box when we get to a show.

The example we had is suitable for scales between 1/32 and 1/48 though smaller versions were on display at the show.

Wooden Stand
Part JB4802 **1/48 +1/32**
Price: 320CzKc approximately £11

Conclusion

This looks to be a really handy product and we have already passed an example on to one of our build team who will use it in a forthcoming article. Little Cars.com are hoping to have this range on sale at Telford, alternatively you can purchase from the manufacturer who can be contacted via email at JHmodels@seznam.cz

SAMI

Airbrushes that will not blow your Budget

AIRBRUSH COMPANY

The Airbrush Company have supplied us with three brushes for the budget conscious modeller, an Iwata Revolution, a Passche VJR, and a Premi-air G35 All of these brushes cost under £70 but how would they perform?

Premi-Air G35 Airbrush – £30

by Peter Marshall

This brush is being sold as an entry level double action internal mix model at the generous price of £30. It's solid and seems pretty well made, but how does it spray? I should say up front that I use a Badger 100G with the fine needle and head, and I still can't get the sort of line I would like, so I thinned some black (Humbrol 85 enamel mixed with cellulose thinners) and started preshading my current build with the G35. I did the left side of the kit with the Premi-Air and then transferred the paint to my Badger and did the right side. Both brushes performed well but with the Badger lines still thinner than the G35.

Next I sprayed the under surface using XtraColor X140. With the paint at a reasonable thinness the undersurface colour went on fine, although from what I had seen so far I didn't think that I would be able to spray the upper surface colours freehand with this brush. I tried a little green on the tanks and the overspray is not as bad as I expected. I carried onto the airframe with the rest of the paint in the cup and in places got quite a pleasing result

In conclusion? I'm very impressed. For £30 it's probably about twice the price of a typical beginners single action, external mix brush and it's way better than that. On this showing I could possibly use it in place of my Badger 100, which retails at about £100 and that makes it good value in my book! If you're looking for a first airbrush you could do worse than spending £30 this, and then use the £60+ you've saved on a Badger and put it towards a compressor!

The Badger's line (right) was tighter, but considering the price difference the Premi-Air held its own

The Premi-Air is cheap, but a cut above many budget models

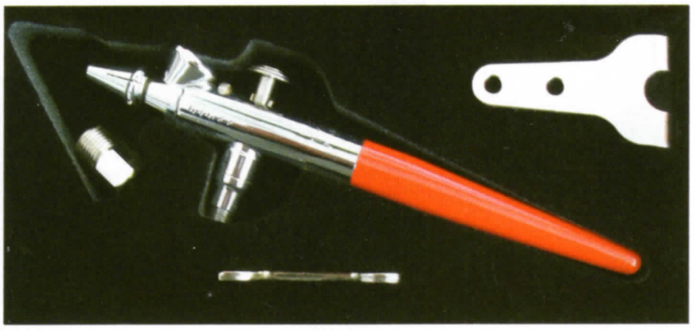
Paasche VJR – £65.99

by Tim Upson-Smith

The Paasche VJR airbrush is a duel action brush with a small gravity feed cup, it also has an adjustment for different line thicknesses. The body of the brush is machined brass, which has been polished and chrome plated, the components are nickel silver and the needle stainless steel.

The brush will paint fairly fine lines and covers larger areas well also, although I did struggle to get really fine lines and personally I preferred to use the trigger mechanism by itself without the line adjustment function.

This brush is lighter than the one I am used to and has a smaller cup, but it does hold enough paint to cover quite a large area. I think I would have preferred the handle to be metal to match the body, but this is just a matter of aesthetics. Like so many tools, when you are used to using one type, it takes a while to get used to something new.



The Paasche VJR – a good product, just pipped at the post by the Iwata

If you are looking to upgrade or feel that an Iwata may just that little too expensive then give this one a try.

Iwata Revolution BR – £69.99

by David Francis

The one thing that stands out about the Iwata compared to the other brushes in my opinion is the pure feeling of quality, this is hard to explain in words but the brush feels weighty and well balanced and all parts assemble and disassemble smoothly.

The action is smoother than the Paasche and far superior to the Premi-Air and it is easy to get a very fine line as well as a broader pattern for covering large areas. If you remove the head crown you can produce an ultra fine line as well as a mottle effect suitable for a 1/144 scale model!

One thing I particularly like about the Iwata is how easy it is to clean you can strip and reassemble the brush in minutes and the bowl is large enough that a cotton bud soaked in airbrush cleaner can be used to clean all the nooks and crannies.

This is a Rolls Royce of brushes and just like a Rolls it is expensive in comparison to a Skoda, but as I can testify – being the clumsiest and most ham fisted of modellers – you will not need to buy any parts as they are made to last for years and years of normal use, and in my case, abuse.

Conclusion

All three brushes worked well and would be suitable for anyone purchasing their first airbrush, but as with most things in life you get what you pay for.

The Premi-Air though cheap will give you a few years service if you look after it and handle it carefully. The Paasche and Iwata will last you a lifetime of modeling, but for the small difference in price it is hard to see why you would buy a Paasche over the Iwata. The all metal construction and tighter tolerances of the Iwata give it that extra feel of quality, so gold to the Iwata, silver to the Passche and bronze to the Premi-Air.

These brushes, and more, are available from www.airbrushes.com and for more information they can be contacted by phone on 01903 767800. Telford Scale Model World is a great place to pick up a bargain, so look out for all these types if you're looking to up your game!

The Iwata Revolution BR, simple, robust, and excellent value

SAMI

BY TONY GLOSTER

Petlyakov Pe-2 (Series 1 early)

Scale: 1/72	Kit No: 101
Price: £13.70	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 129, Clear 13, Etched 42	
Manufacturer: Unimodel	
UK Importer: Pocketbond	

The small but complete decal sheet

Making a Couple of Bucks

Building UM's 1/72 Pe-2... Twice!

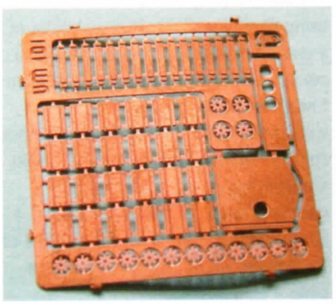
The Petlyakov Pe-2, nicknamed *Peshka* or 'Pawn' was a Soviet dive bomber used during World War II. It was fast and manoeuvrable, yet tough, and its versatility ensured several Communist countries continued to use the type after the war, when it ceased to be simply the Peshka and rejoiced in the NATO reporting name 'Buck. '

Part One – Built from the Box

Inside a rather stout box, which has a dramatic painting of the Pe-2 on the front, you will find five sprues, four of which are in a light grey plastic containing two hundred and seven parts. The mouldings are clean and the detail crisp, with very little in the way of flash or other moulding marks. There are one or two sink marks, but nothing untoward. All panel lines are recessed and other detail is raised where appropriate, such as the internal ribbing.

The one clear sprue, holding twenty-four parts, is moulded to the same quality as the grey plastic, and though it's a little on the thick side, it is very clear.

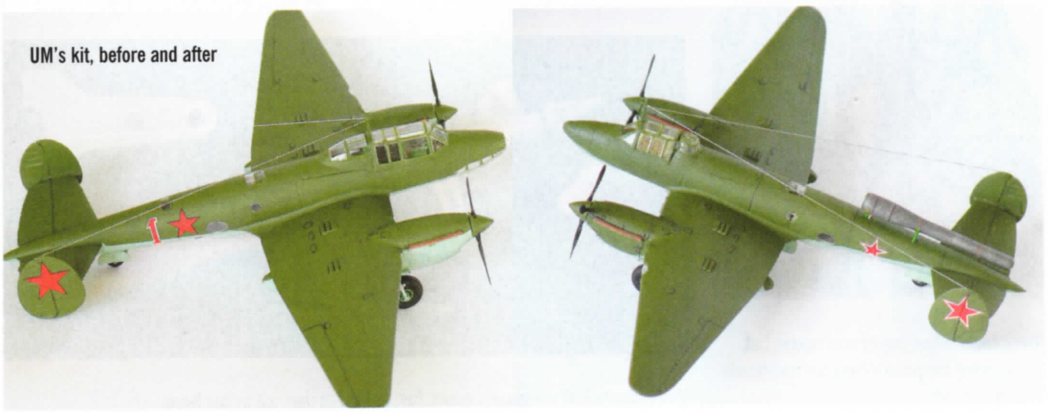
Where other manufactures would use resin to mould the small parts, such as the gunsight and cockpit detail, UM have moulded these in plastic and great care is required when detaching them from the sprues. There is a small brass etched sheet featuring fifty-nine parts, an eight-page instruction sheet, with twenty-eight clear and precise sections to the build, and a simple but adequate decal sheet.

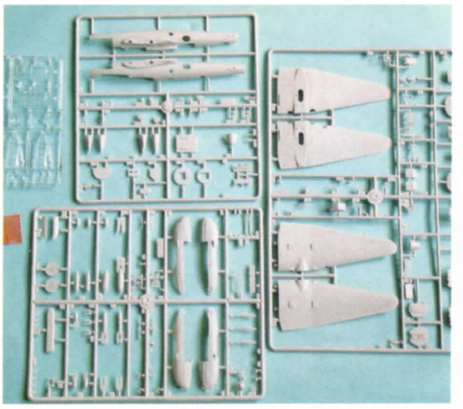


The small etched sheet is mainly to add detail to the bombs. The one omission in an otherwise flawless kit - no seat belts

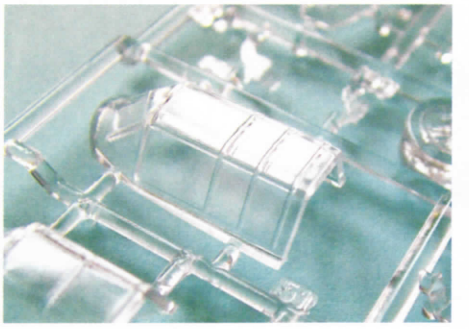
Interestingly, though the parts supplied enable the modeller to build just about any version of the Pe-2 (including one with skis) the instructions

UM's kit, before and after

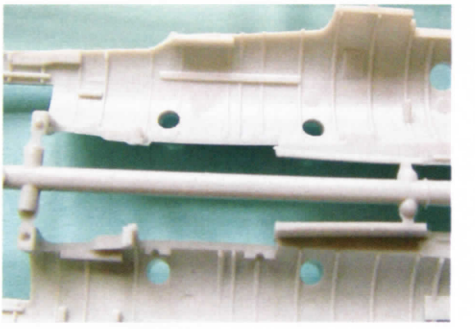




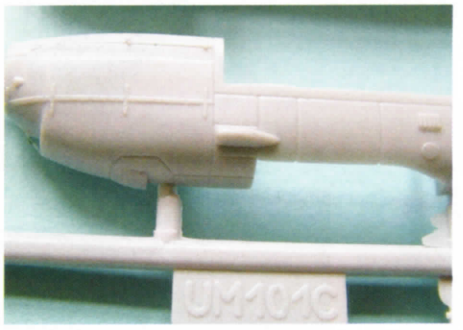
The parts that make up the UM Pe-2



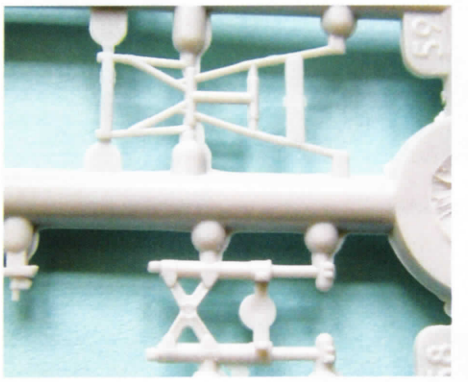
The clear parts are nicely moulded if a little thick



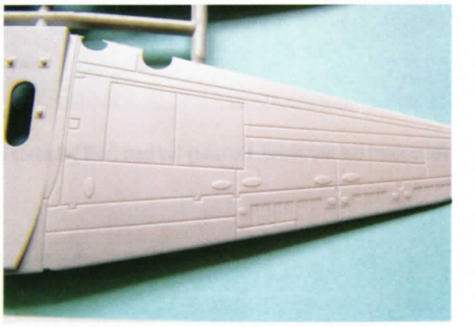
The detail on the interior parts is as good as the outside, leaving nothing to scratchbuild apart from the wiring and cables



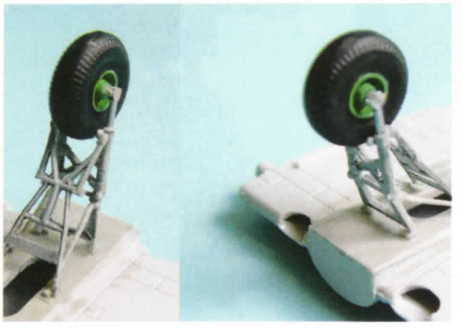
External detail is nicely done, and the overall impression is of a quality product



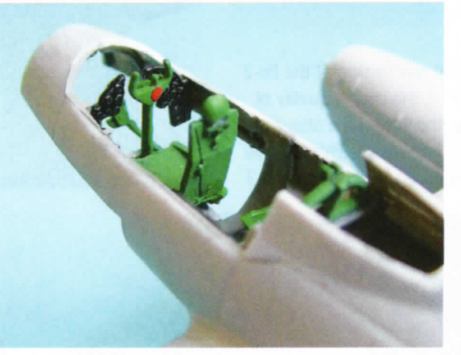
The undercarriage is competently reproduced, but some of the moulding gates are a little heavy on delicate components



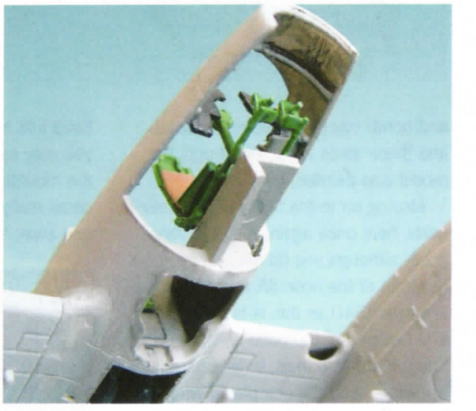
Recessed and raised detail nicely done on the wing surfaces



Once built up the undercarriage is an example of state-of-the-art east European model making



A mass of parts go to make up the complete interior



The cockpit is particularly impressive when in place

and decals are only for the series one aircraft.

Construction

The build starts off with the wings, two engine nacelles and the detailed main undercarriage, and at this stage I leapt ahead to section 22 where the complete undercarriage assembly is added to the wings and then the nacelles attached. All this fitted together with no trouble at all, with just a small amount of filler needed on the joint of the nacelles to the wing.

Getting back to the intended build sequence, the next fourteen sections are devoted to fitting out the interior, and here UM have surpassed themselves. The detail here is really very good, coming to life with careful painting, and you are treated to a full bomb bay, consisting of fifty-six parts, a complete cockpit and even the whole of the rear wheel assembly. As some of the parts are very small I used superglue during these stages.

When the two fuselage halves were joined together (section 19), the fit

Eduard have been quick off the mark with a useful mask set

was surprisingly good, with all the internal assembly fitting well, and the only adjustment I had to undertake was to thin down the rear wheel's mount, part #70B.

Sections twenty and twenty-one concern the fitting of the various crew

Assembled but unpainted. Certainly the best Pe-2 yet made in any scale!

and bomb bay doors, open or closed, and these items were left off until the model was painted.

Moving on to the fitting of the clear parts, here once again, the fit is very good, although you do need to open out the front of the nose 3A and 4D for the clear part 34D as this is blanked off. The last part of the build consists of fitting the dive brakes, engine nacelles to the wings, and the completed wings to the fuselage, rounded off by adding the tailplanes. Here a small amount of filler was required, as well as the wing to fuselage joint.

Colour Options

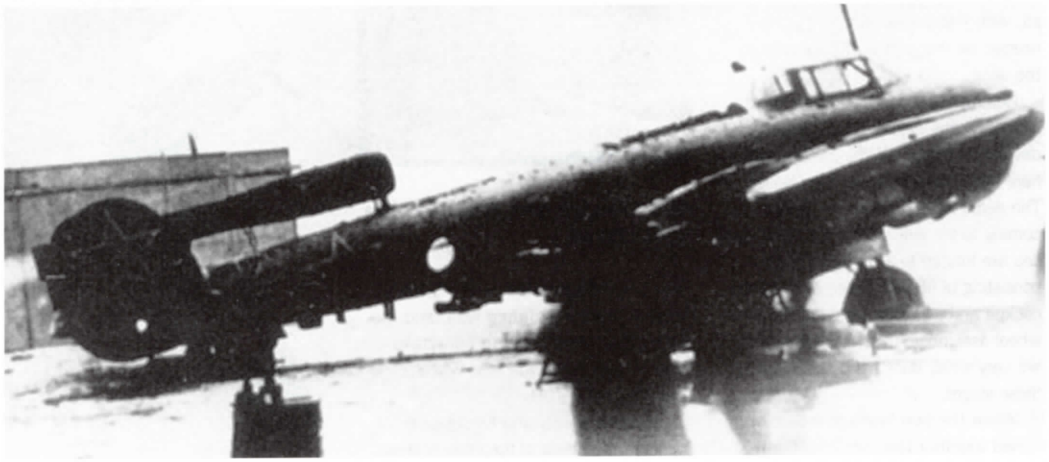
UM give you a choice of three aircraft, though only two are shown on the painting instructions. Two are in a simple camouflage scheme of green upper surface and blue undersides, with a third option of a three-colour upper surface, coloured of green, light earth and black, with a blue underside. All colours are called out from the Humbrol range.

The decals are nicely printed, with a matt finish, and you are given national markings, the relevant individual aircraft markings, and a set of stencils for one machine. Unfortunately there is no indication as to where the stencils go. All the decals adhered to the surface of the model without any problems whatsoever.

Conclusion

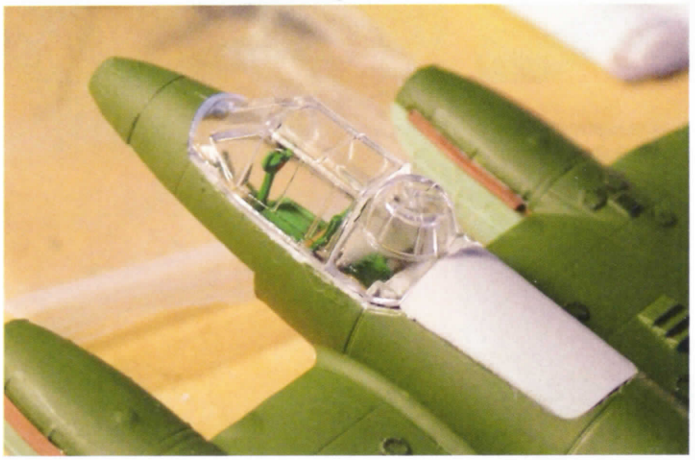
You just can't help but be impressed when opening the box and seeing this kit for the first time. The comprehensive range of parts, which enable you to build just about any version of the Pe-2 you may care to, the overall quality of the moulding, the fit and the attention to detail really is impressive. This is by far and away the best 1/72 kit of the Pe-2 yet produced. The only things you may want to add are a masking set – and Eduard have already released one – and some etched seat belts, which were surprisingly not on the etched sheet.

This is not an easy kit to build, because of the numerous small parts and the use of butt joints throughout - the only exception being the wing to fuselage joint which is pin and hole -so not a kit for the beginner to the hobby, but the experienced model builder will have a really enjoyable time, ending up with a little gem of an aircraft on the shelf.

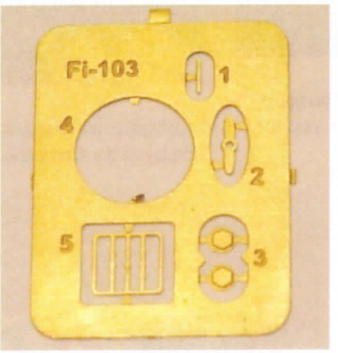


Part Two – Making a Buck fizz...

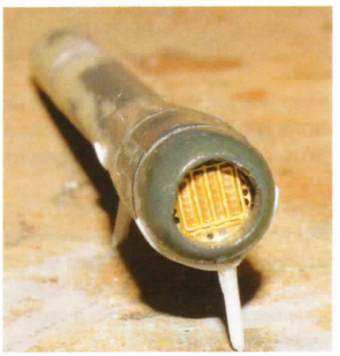
The UM kit was initially sent to me to build as a simple review, and having done my duty by it, and duly sent in the required copy, I thought I would have a little more fun. I just couldn't resist converting it into the Pe-2L. This was a testbed aircraft for advanced Soviet research with pulse jet engines, and the aircraft was used from 1946 onward at the Kratovo air base. The engine normally referred to in the photos is the VRD-430, which is apparently a copy of the Argus 014, however in the photos I've seen the engine appears much longer than a 014 or a Soviet D-10, so a small amount of guesswork is needed when it comes to building the pulse jet. As noted, the UM kit comes with all the parts to build just about any version you may care to, not just the Series 1. As the Pe-2L was based on a later version,



The new parts are added to the review kit



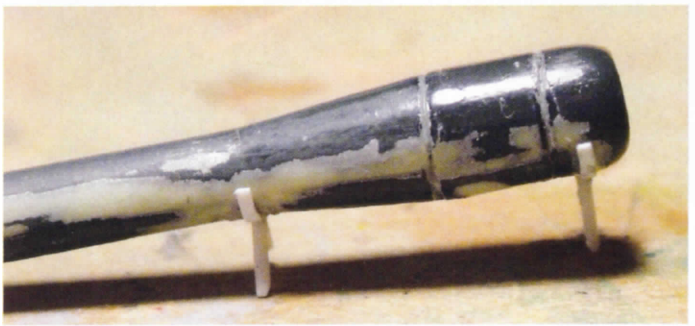
The MAC etched sheet, supplied with their rather good V1 and JB2 kits



What a difference two small bits of brass can make! They fitted like a glove to boot!

with the turret and smaller pilot canopy, it was time to remove the two upper canopies and the lower nose of the series 1 aircraft, and once that was done and the jointing surfaces cleaned up, the new parts were added. This consisted of the rear fuselage panel, found on sprue B, just behind the new turret and pilot's canopy. These two items, along with the nose underside without the bombsight or side glazing, are on the clear sprue D.

I found that the fit the upper canopy and turret was not that good, compared to the series 1 items, requiring a surprising amount of filler to blend them to the fuselage. This was in contrast to



Scratchbuilt bracket to hold the pulse jet in place; these are a supposition, as I have no images of the real fitting

The enlarged Huma engine from their 1/72 Heinkel He 280

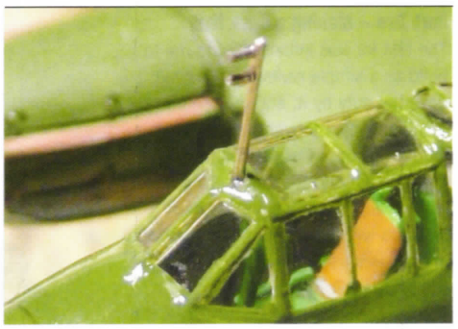
the lower nose and the upper fuselage panel, both of which fitted without the need for much work. Next, I turned my attention to the pulse jet, and there followed a lengthy and highly satisfactory period of experimentation with different old model engines, ranging from A&V's Argus 044, the FROG engine from the Spitfire and V1 kit, and the Huma 014 from their Heinkel He 280.

In the end I used the Huma engine, fitted with an eleven millimetre extension, cut from another Huma engine. This was approximately the size and shape of the engine in the photo, and looked close enough for me. There is no inlet vent detail, in fact I've only come across this

A surprising amount of filler was need to blend the upper canopy in to place, even taking into account it's a rebuild. The lower section was much better behaved

The mounting point for the front bracket

Once in place the surrounding area can be prepared for finishing, in the same manner as the cockpit



The radio mast was scratch built from a needle, the awful green colour is the gloss coat given to blend in the new paint to the old, once the matt finish is applied

detail in any form on a 1/72 Argus engine on the Dragon and MAC items. As it happened I had a spare etched set from the MAC Loon. The vent is made up in two parts, and fitted like it was made for the Huma item.

New mounting brackets were scratchbuilt from plastic card and three bomb fin supports from the Airfix 1/24 Stuka. The mounting points are clearly visible on the reference photos, and these consist at the front of just a small rod and bracket, with the fuel feed just behind. The place for the rear mounting is clear, but not its design, so I've had to use some guesswork. I made up a half bracket with two supports, which look right.

The placement of the engine is straightforward, and the method of attachment was to drill a hole just in front of the rearmost clear panel, where I suspect the fuel for the pulse jet engine was housed. The rear mountings were just glued to the fuselage surface, once lined up, and the job was done.

Colour Option

As there was (I far as I know) only one airframe converted to this specification, there is only one finish of upper green and a light blue underside. I used Humbrol paint throughout the conversion, 117 for the green and 65 for the blue. As I expect the pulse jet was bare metal, it was given a coat of gunmetal 53, with a wash of thinned down matt black 33, and a dry brush of 53. A wash of 113 rust was applied and again dry brushed with 53, then lightly dry brushed with matt aluminium 56 to finish it off.

The brackets were painted black and a bit of rust added, while the decals were from the spares box and despite all attempts silvered a little.

Conclusion

A simple conversion, which makes the Pe-2 look a very different bird, and what's more at no cost. Ideal for a first-time conversion, or something for a wet weekend. There are a lot of similar conversions that can be done on Soviet aircraft, such as the La-7, La-9 and LaGG-3 and for those who like the P-51 Mustang, the USAAF slung two Ford PJ-31-1 pulsejets (a copy of the Argus 014) underneath one. If that doesn't turn heads, nothing will! Happy converting.

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BY MARTIN FOLEY

Roden's Plant

A visit to Roden's Ukraine Factory

Whilst in the Ukraine capital Kiev I was given the opportunity to visit the Roden Plant, home to the Roden range of kits, and this was too good to miss. A quick call to the Editor and then to Roden and my visit was arranged.

Arriving at the factory, which is located in a suburb of Kiev, I was met by director and founder Mr Vladimir Chumak who soon made me very welcome. I was accompanied by a translator but as Vladimir's PA, Olga, speaks perfect English, this proved unnecessary.

I started my interview with Vladimir by asking about the background of the company and he explained to me that he founded Roden in 1999 following his first venture into the world of model aircraft with Toko, which he started in 1995 using ex-Frog moulds as well as new kits. This was a big step up from

Vladimir Chumak showing a modified Albatross mould

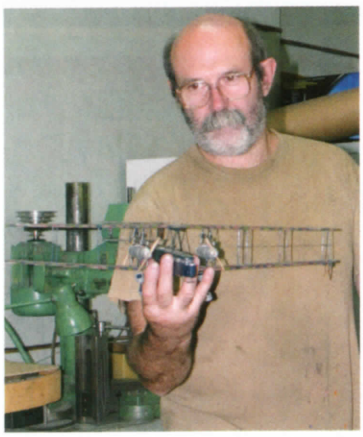
from 1980 to 1995.

Roden has gone from strength to strength in its relatively short existence and is justifiably proud of its achievements to date. Every year that it has attended the International Toy Fair at Nuremberg it has come away with awards. Roden exports over 90% of its total output to thirty countries worldwide with the biggest customer being the USA, followed by the UK, then Germany and Poland.

Vladimir attributes the company's successes to having 100% quality control and the best workers in the business. All are highly qualified, many having come from the aviation and instrument making industries. The company has invested in the latest technology and the results show in the finished product. Roden models compare favourably with those from major European and Japanese manufacturers – quite surprising when one considers Roden's total workforce is only thirty-four, and the company is not yet ten years old.

Roden has a good following among modellers, often receiving praise and suggestions for new models plus occasional requests for missing or broken parts, all of which are responded to as soon as possible. As an example of customer service an email was received from an American modeller who asked if he could purchase replacement fuselage halves for his 1/32 Triplane after his small dog had used them as a chew whilst he left them to dry. Not only were the chewed parts replaced but a rubber bone was included for the dog! I wonder how some of the major manufacturers would have responded to the same request?

The Roden plant



The Staaken's designer

the quality of kits coming out of Eastern European Countries before then. Vladimir's background is very much aviation-orientated as his last position saw him chief of the aerodynamics department of Antonov, which he held

Now that's big! The Zeppelin Staaken, one of Roden's most ambitious releases

During my visit the factory was in full production and it was interesting to see just how that box of parts we take for granted is produced. The polystyrene pellets, raw material for the models, are imported from Germany, France and Switzerland, as is the paper for the decals, and all printing is done in-house to ensure quality. It is interesting to note that to obtain the uniform grey of the models the mix of the pellets is 98% white and 2% grey.

I was shown a finished Zeppelin Staaken by its proud designer and made a quick mental note to invest in a tame rigging spider if I was ever to achieve a similar result. Roden models deal with some challenging subjects, but the engineering allows a good result to be achieved by the average modeller, with a little effort.

On the subject of new releases I asked Vladimir about the possibility of a R.E.8 and was told 'Maybe next year,' but I am sure that whatever is released it will surprise and delight us modellers. With a range that covers some military vehicles, and all periods of aviation, but with biplanes dominating, it is anyone's guess what will come next.

Vladimir would be pleased to welcome SAMI readers to visit his factory and this can be arranged though Panorama Tours, who operate aviation tours to Kiev from the UK. They can be contacted at www.panorama-tours.com.ua or phone +44 (0) 870-066-2052.

I would like to thank the following, who made this article possible, Vladimir Chumak and his PA Olga, Richard Creagh, Vice President Ukraine International Airlines, and Gordon MacFarland of Panorama Tours London.

SAMI

A few of Roden's Awards

Martin (left) being presented with a B.E.2c by Vladimir

This happy worker is producing yet another kit

The mixer to combine the white and grey pellets

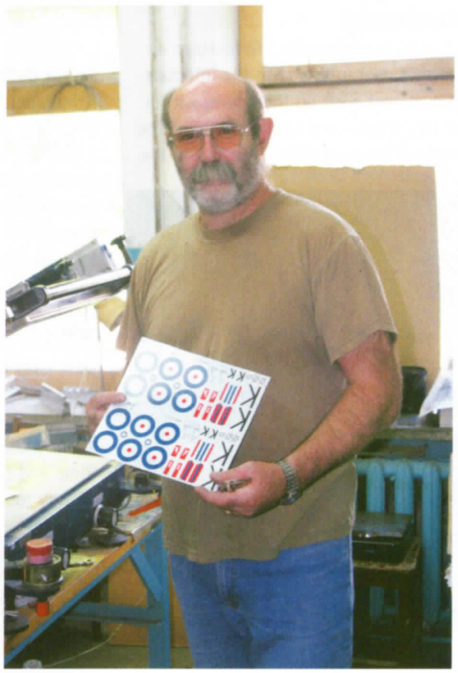
Mohawks being packed for a US order

Design and mould production shop

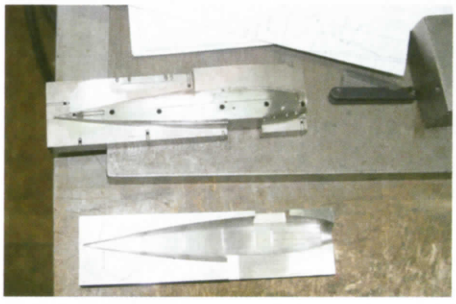
The injection moulder in operation

Moulds awaiting their turn for production

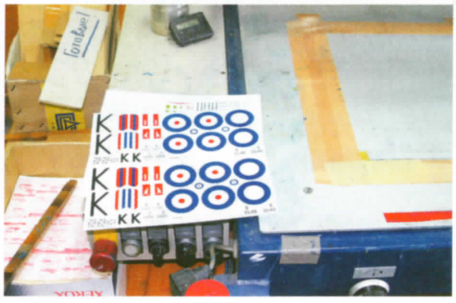
The hopper for feeding the pellets



A brand new decal sheet hot off the press



The quality of the moulds is apparent on closer inspection



The Decal Printing shop

Decals and Box Art stacked awaiting assembly and dispatch

Roden Reviewed

One of the latest releases from Roden and for the first time in 1/32...

Nieuport 28c1

RODEN 1/32

BY PAUL GILSON

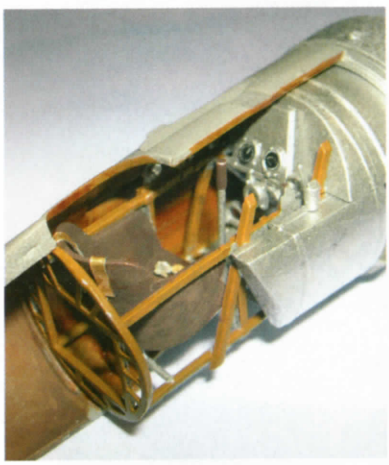
Originally designed for the French Air Force, the Nieuport 28c1 lost out to the latest Spad and would have disappeared altogether had not the newly arrived American forces needed fighter aircraft. With this machine the American pilots gained their first aerial victories and America's first ace, Eddie Rickenbacker, began to notch up his score. The kit comes packed in two separate bags, one for the decals and instructions, the other for the sprues. The moulding is sharp and clean and, although the plastic is slightly softer than some, Roden's output is now much cleaner than their early kits.

TECHNICAL DATA

Scale: 1/32nd	Price: £34.99
Kit No: 32616	Decal Options: Three
Panel lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: 56 grey plastic	
Manufacturer: Roden	

Construction

The build starts with the fuselage as always, but in this case the internals are almost a kit on their own, with a rotary engine and cockpit details. The cockpit framing looks good inside the



fuselage and the only noticeably missing item is a seat harness/belt which I added from lead foil. Decals are provided for the small instruments but these are almost invisible when the fuselage is assembled.

The rest of the built was comparatively quick as there are only a few quite large parts left, and the only problem I had was that I kept breaking the tail skid as it is quite delicate.

A rigging diagram is given, but I realized after taking the photographs that I'd missed off the rudder control cables as these are not shown on the diagram, although the arms are present on the rudder to add them. There isn't too much rigging and this is 1/32 so it's not too onerous.

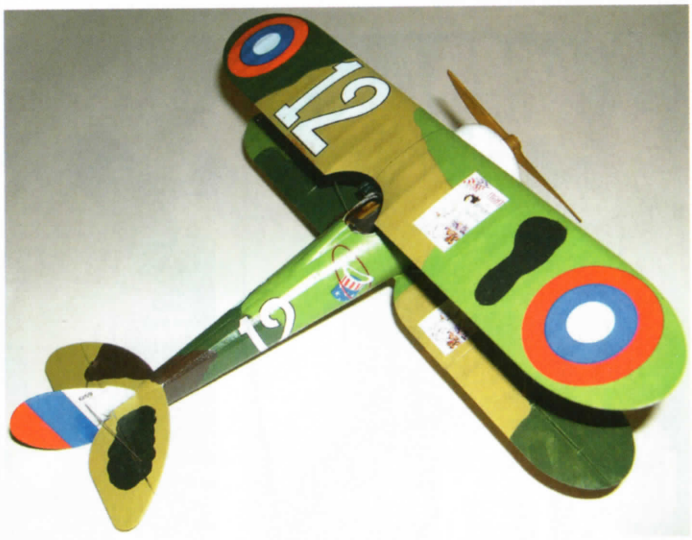
Colour Options

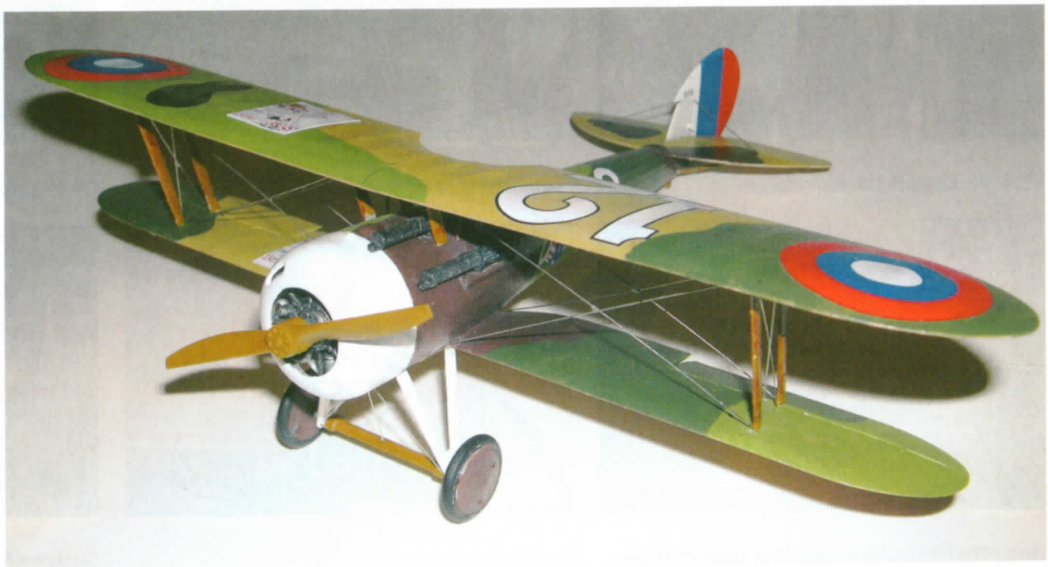
Three aircraft are given on the decal sheet and all are from 94 Aero Squadron in April 1918. Machines depicted are No 10, flown by Lt. Douglas Campbell, No 1 flown by Major John Huffer, and my choice, No 12 flown by Eddie Rickenbacker. The basic camouflage scheme is almost identical on these three apart from variations of cowl colour. The decals were easy to use, adhered well and none of the underlying colour showed through. The only comment I'd make about these is that the 'Hat in the Ring' and fuselage number appear slightly too large. Also provided are some War Bonds posters that go on the upper wing surfaces. These are self adhesive and I found the edges lifted after a couple of days until I stuck them down with PVA glue.

Conclusion

This was a straightforward kit to build and gives a reasonable amount of detail out of the box. The cockpit could be super-detailed, but isn't that visible when finished anyway, so I think the balance is right. I found no problems and if you have the inclination 1/32 WWI aircraft give the opportunity to show good detail, easier rigging and still don't take excessive shelf space. I enjoyed building this model and would highly recommend it to anyone.

SAMI





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BY DAVE HOOPER

Build your own Cody Flyer

An Introduction to Scratchbuilding

Editor's Note:
Please note, the Scale Plans in Part 1 of this series are not 1/48 as stated, but need to be enlarged by 116% to show correct 1/72 dimensions

1/72 Materials List

Household wiring with a copper coring approx 0.5mm in diameter
Thin gauge copper wire
0.5mm plastic rod
0.8mm plasic rod
2mm plastic rod
5 amp fuse wire
15 amp fuse wire
1 and/or 2mm plasticard
10 thou plasticard
15 thou plasticard
0.4mm brass rod
1.8mm plastic rod or tubing
Small sized 'Strutz'
Scrap balsa wood
Thin tread such as invisible mending thread
+ optional parts from a broken watch

Part 4: Fine details

By the time this fourth part of this article is published, UK readers in particular will have been exposed to a fair amount of media coverage surrounding the Centenary of British Flight, culminating in the anniversary of Britain's first sustained flight on October 16th. It may seem incredible now to understand the whys and wherefores, but while we now mark the beginning of flight in Britain, the events on October the 16th 1908 marked the beginning of the end of government sponsorship in the development of heavier-than-air flying machines, be it only temporarily.

In January 1909 the decision was made to abandon all government funded aeroplane projects. Cody was relieved of his commission, but after an appeal was allowed to keep his aeroplane and the use of Laffan's Plain where he built a shed for his work. Bleriot's Channel flight of July 1909 and the publicity it incurred opened government eyes once more to the possibilities of heavier than air flight, which eventually led to the formation of the Royal Aircraft Factory at Farnborough in 1911.

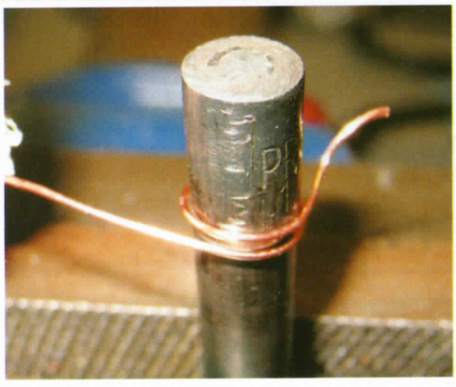
In previous instalments we have concentrated on the production of the fuselage and flying surfaces. Now it's time to turn our concentration to all those fiddly bits which really have the potential to make or break your model and give it that 'wow' factor.

Spoked Wheels

This may seem a strange area with which to begin – after all we still haven't detailed the cockpit. However, British Army Aeroplane No.1 had more than its fair share of spoked wheels and flywheels, some of which need to be made for the engine and propulsion system, and so it seems to me logical to tackle their production before moving on to other areas of detail.

I believe there are two areas which put modellers off attempting early aircraft builds. One is rigging and the other is spoked wheels. Rigging will be tackled in some detail next month but I hope by the end of this section I will be able to prove how easy it is to manufacture reasonably convincing spoked wheels. For this method you will need some household wire with copper coring for the tyres. As BAA1's tyres were fairly thin I will be using copper coring that is about 0.5mm in diameter, but wider tyres would require a larger diameter. For the spokes I will use a thin gauge copper wire. I bought mine on a reel large enough to last a lifetime in a Maplins electrical store for £4.

You will also need to build a jig to assemble your wheels on. This is

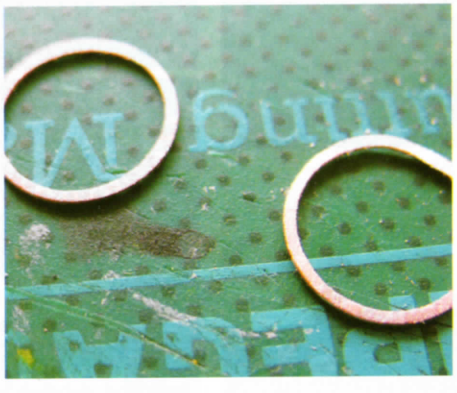


Copper wire is wrapped around a suitably sized drill bit to create the shape of the tyre

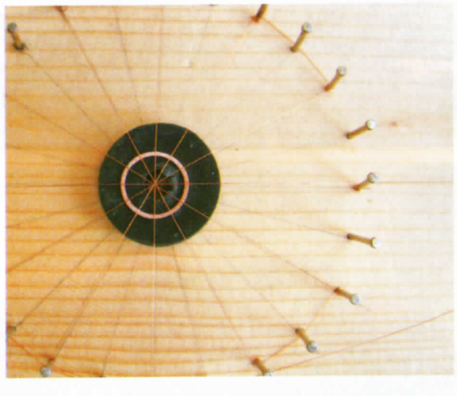
The cut edges of the ring are soldered together

A scrap piece of balsa is used to hold the tyre during the sanding process

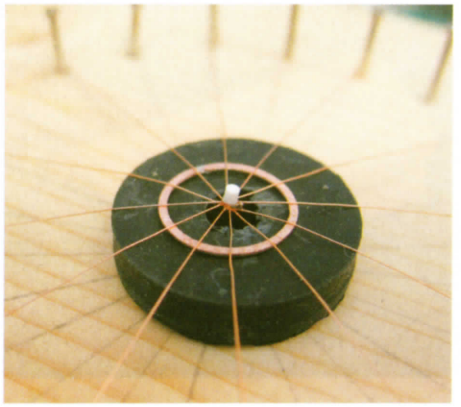
Each tyre is sanded to just under half its original substance



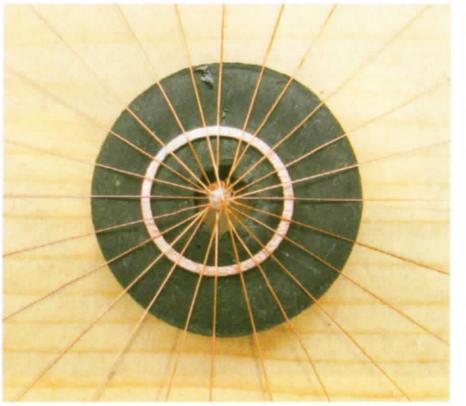
The sanding process creates two tyre halves



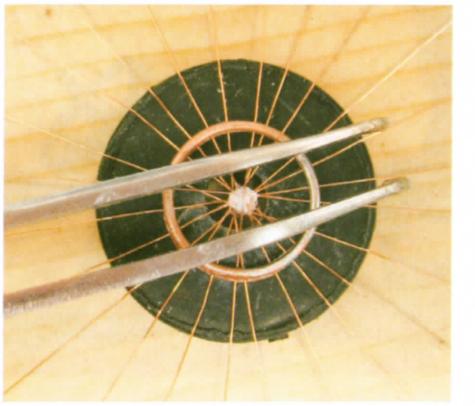
The first set of wire spokes is woven across the jig from every other nail



A small piece of plastic rod is glued to the centre of the spokes

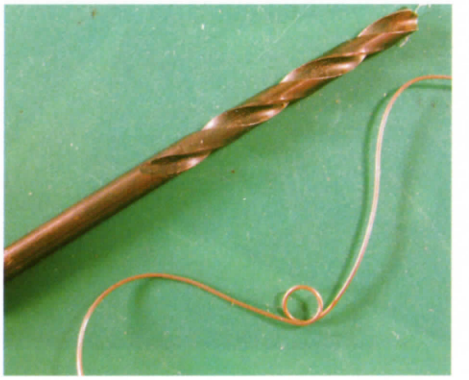


More wire spokes are woven, this time using the alternate nails



The second half of the tyre is glued firmly into position holding all the spokes in place

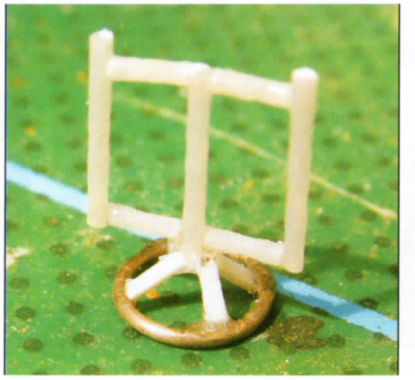
Not the best example of completed spoked wheels, but adequate



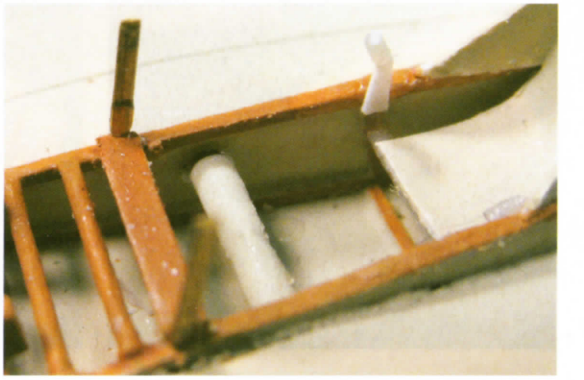
Thin wire wrapped around a drill bit is used to create the steering wheel

Thin strips of Plasticard are bent and glued to the steering wheel

The control column is built up using Plasticard



The completed column ready for installation



The undercarriage support struts and throttle are fitted

basically a piece of wood with 24 protruding nails arranged evenly in a large circle. One further nail is positioned outside the circle. You will also need something to rest your wheel on during construction, and a standard tap washer is ideal for this. Once stripped from its outer casing the copper wire coring will need to be shaped into a ring by wrapping it around a suitably sized drill bit. For each tyre we will need two rings, for reasons which will soon become apparent.

This project will require the production of 9 wheels and flywheels ranging from an internal diameter of 9mm for the large undercarriage wheels to about 3.5mm for the propeller flywheels. Once all eighteen rings have been shaped and cut the gaps need to be soldered and cleaned up (not, I have to say, one of my favourite jobs). Each ring then requires sanding flat on one side until less than half the thickness remains. This is actually simpler than it sounds, but you will need a piece of scrap balsa. Basically the ring is pressed into the balsa until it is held tightly, and this is then used to hold it during sanding. It is advisable to sand your ring in a circular motion and not to press too hard, rather let the sandpaper do the work, which should result in even wear across the ring.

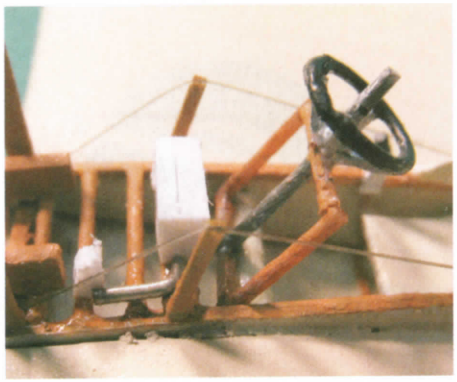
At this point we now have two halves for each tyre and can begin making the spokes. Place one tyre half, with its flat side upwards, on to the tap washer in the centre of the jig. Tie the end of the thin gauge copper wire to the outside nail and proceed to weave the wire tightly around and across the jig using alternate nails. The tyre half can be carefully adjusted to ensure centralisation. Once complete place a small blob of glue on the centre point where all the wires meet. A small length (approx 1 mm) of thin plastic rod or sprue can then be glued to the point where the wires meet. It is now time to continue weaving the thin gauge wire across the jig, this time using the unused alternate nails from the first stage of the process, ensuring that wires running across the jig all cross on top of the piece of plastic rod. Often during this stage of the process I find wires begin to slip. If this occurs place a blob of glue on the centre, and allow it to partially dry before continuing.

Once completed you should end up with wire crossing from every nail on the jig. Place another blob of glue on top of the centre point (where the wires cross) evenly respacing wires if necessary, and once again allow this to dry thoroughly. The second half of the tyre now needs to be glued firmly to the first. Use plenty of glue for this but take care not to allow it to flow over and stick to the tap washer, otherwise all your hard work will be in vain. Once dry, cut away the excess wires and file the edges smooth and hey presto! You should end up with a reasonable looking spoked wheel.

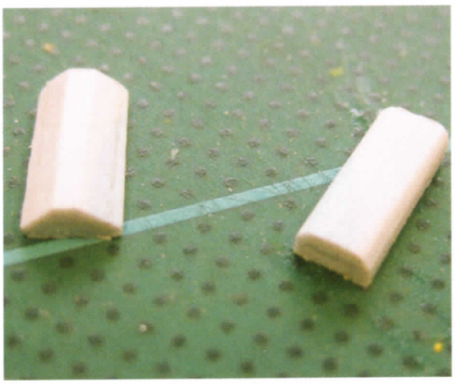
For the smaller sized wheels such as the flywheels, nose- and tailwheels using half as many wires to create the spokes gives an acceptable result, otherwise you may find the wheels look overcrowded.

The Cockpit

At the point at which we left it, the cockpit was pretty bare with just a canvas seat fitted. It's now time to add Cody's unique style control column and throttle to fill out the cockpit a little. Let's begin with the steering wheel. This

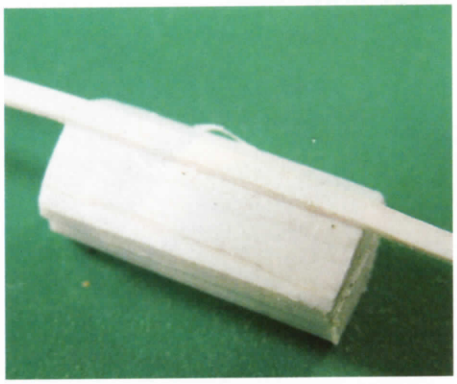


A small block to represent the water pump is fitted on to the fuselage

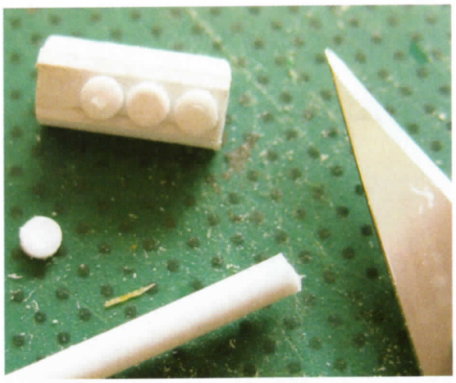


Strips of 2mm Plasticard are shaped and glued together to create to shape of the main engine body

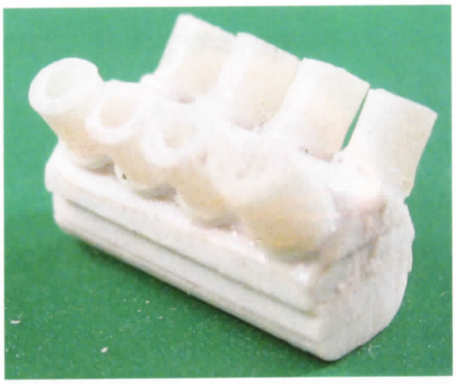
Further shaping produces an accurate outline



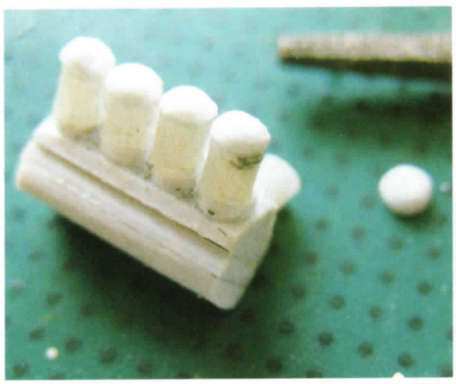
For extra detail a small thin strip of Plasticard is glued centrally to the top of the engine body



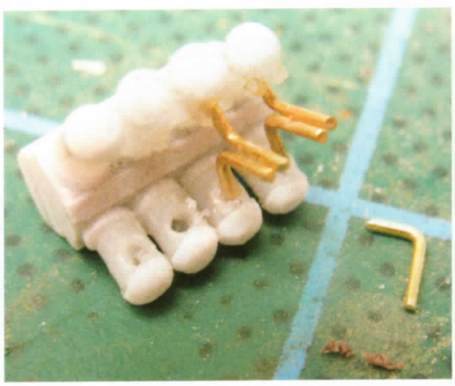
Eight small slivers of 2mm plastic rod are cemented in position



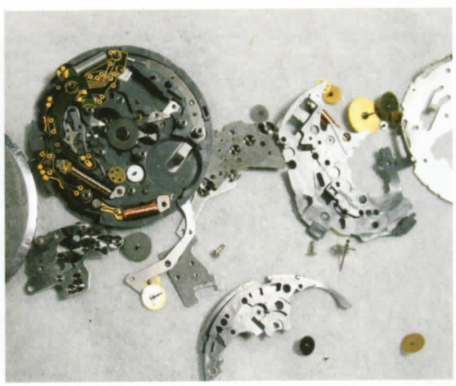
Slightly narrower cylinders are positioned on top



Cylinder heads are made from rounded 2mm plastic rod



Exhaust pipes made from bent brass rod are fitted to the inside of each cylinder



Broken watches make an excellent source of useful bits and pieces

is made from 0.4mm wire which, in the same manner as the tyres earlier is shaped around a suitably sized drill bit. This time I glued the cut ends together with a generous portion of superglue gel. Thin strips of 10 thou Plasticard are then shaped and glued to the underside in a cross pattern. The remainder of the steering column is built up using 0.5 mm plastic rod using the plans published with Part 1 of this article for reference. The throttle is simply made from a scrap piece of Plasticard cut into a thin triangular shape, which is glued to the inside of the starboard fuselage upper longeron. A small piece of plastic rod, rounded on one edge, is added on top to simulate the handle.

I find it easier to round the top edge of the plastic rod before cutting the part to size. Two small pieces of 0.5mm brass Srutz are cut and glued to the longerons, each side of the 1.5 strip of Plasticard (fitted during the fuselage construction) to simulate the undercarriage beam support struts. The more adventurous modellers can now fit two small pieces of thread from the back of the fuselage across the top of the undercarriage support struts and ending at the base of the forward central struts.

The pre-painted control column can now be fitted into position within the fuselage. The base of the column is glued to the wing support rod. Finally, scrap Plasticard is cut and formed into a small box shape (which was possibly the water pump) and attached to the centre of the Plasticard plank fitted across the fuselage.

Our fuselage is now beginning to look a little more business-like. Those who hunger for more detail can add various pipes and wires at this stage but for most of us the cockpit is now complete.

The Engine

The Antoinette 50hp engine is a prominent feature of British Army Aeroplane no.1 which will require a steady hand and plenty of patience to build, but I believe that it is not beyond the capabilities of most modellers. In terms of reference material, a very good set of walkaround photos of what is thought to be BAA1s actual engine can be found at www.enginehistory.org. However, one should bear in mind that this engine would have been reused and modified after being removed from the crashed remains of BAA1, so where possible period photos should be used to check details.

We begin by building the main body of the engine. This is made from scrap pieces of 1mm Plasticard (or 2mm if available). Two strips of Plasticard are cut, one 4mm and the other 5mm wide. If like me you are using 1mm Plasticard, each strip needs to be cut into two lengths of 9.5mm which are glued together to make blocks 2mm in substance. Otherwise cut one 9.5mm length from the 4 and 5mm wide strips.

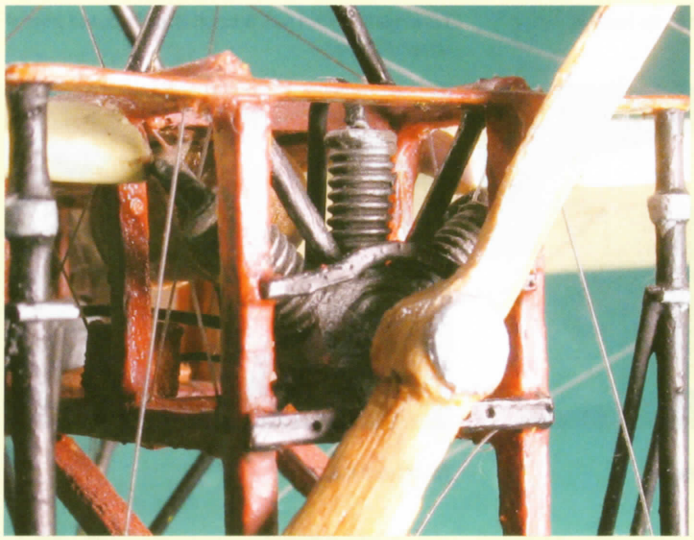
The 5mm wide block now requires shaping so that the cross sectional profile is triangular with just a thin flat area at the tip. This is perhaps best done using a flat edged needle file. The bottom half of the 4mm strip also needs rounding off at the edges. Once this is done the now triangular 5mm block can be glued to the flat side of the 4mm block. For a little extra detail, simply cut a very thin strip of 10 thou Plasticard and cement it along the flat tip of the 5mm block and trim off the edges.

Other Techniques

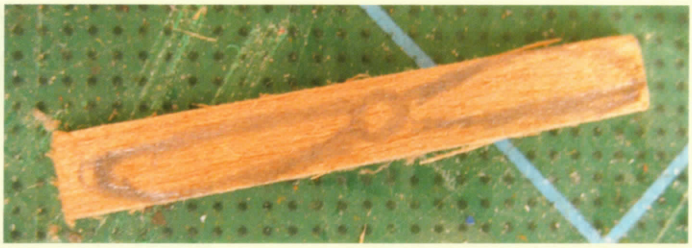
Metal or nylon bolts are particularly useful for making engine cylinders as can be seen on this basic Anzani engine featured in the photograph. Nylon bolts in various sizes can be obtained from radio control model centres.

Propellers can be carved simply from wood or Plasticard. The basic shape of the propeller is drawn on to a flat piece of hard wood or Plasticard. A sharp knife and sandpaper can then be used to shape the prop as required. Some modellers even go as far as gluing strips of wood veneer together to simulate laminated propellers.

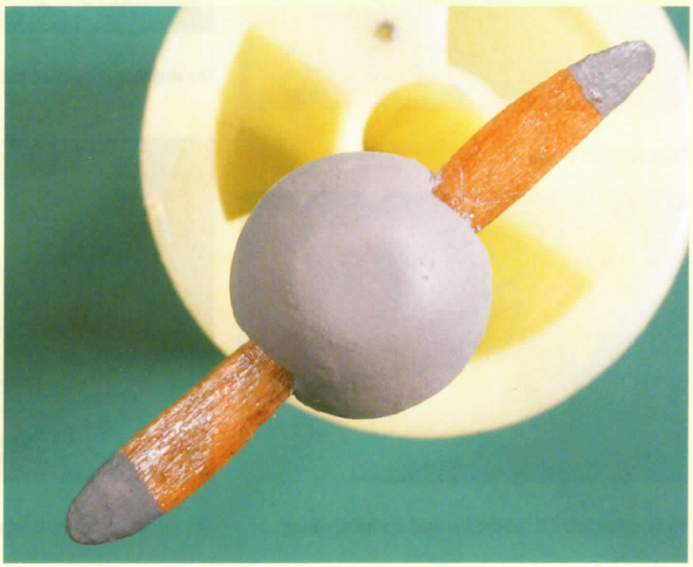
SAMI



The cylinders in this Anzani engine have been made from cutdown metal bolts



Propellers can be carved from hardwood



This example is intended for a Bristol M1. The spinner is a heavily modified spare from a 1/48 Albatros D.V

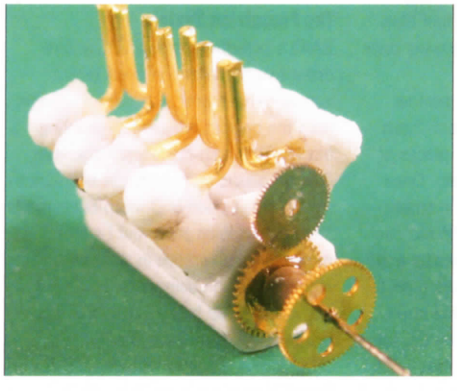
Now we can begin work on the cylinders. For the base of each cylinder I cut a thin slice of 2mm plastic rod which is then glued on the main body of the engine. Once eight bases are positioned and dried they can be levelled carefully using a needle file. The cylinders themselves should be slightly narrower than the base and for this purpose I'm using 1.8mm plastic tubing. Using the plans for reference cut eight cylinders from your plastic rod or tubing and glue each one in position on top of each base. Once again these can be levelled after assembly.

The cylinder heads are made out of the same 2mm rod used for the bases. These will require a domed shape which is achieved by rounding off the end of the plastic rod before slicing off each piece ready to glue to the top of each cylinder. Once eight cylinder heads have been added we can begin thinking about the myriad of pipes.

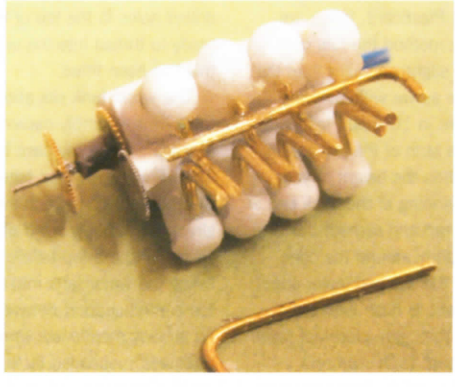
We'll begin with the trickiest part which is assembling the small exhaust pipes, which come inwards and upwards from each cylinder. These are made from 0.4mm brass rod, which is bent to shape, cut, and glued into a pre-drilled hole on the inside of each cylinder, so that each exhaust meets side by side along the centre of the engine. Once this is done you can breath a sigh of relief as the worst part of the engine construction is over.

Moving to the back of the engine, there are various cogs and belts to simulate. For this I am using parts from an old watch that ceased to function years ago – a tip I picked up from a WW1 modelling forum – but you could use thin slices of various sized plastic rods. I've begun by gluing one suitably sized watch cog to the back of the engine body. A small triangular scrap piece of Plasticard has been glued to the upper rear section of the body and a second small cog has then been attached to this, above and beside the first cog. In my watch I also had some interesting looking wheels which I am using for the engine flywheels. These are glued outwards from the central cog that has already been fitted. Thin plastic rod with a small hole drilled through the centre is being used to space the flywheels and ensure a good enough bonding level. A small thin piece of plastic rod is also glued into a predrilled hole in the front of the engine.

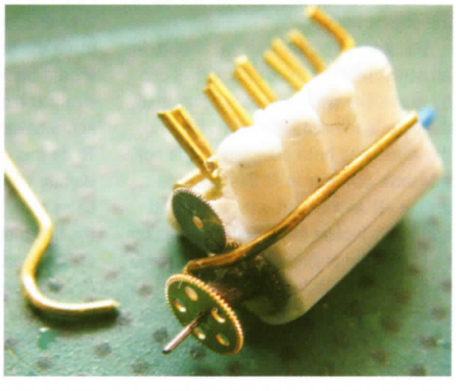
Back to pipes now, and the water intake pipes are fitted to the top of the engine. These are made from 0.4mm brass rod bent and cut to shape and cemented across the exhaust pipes on each side. More brass rod is use to produce the two water outlet pipes, which are glued to the sides of the cylinders. The starboard outlet pipe should fit through the space between the two flywheels and meet the port outtake pipe at the rear port side. In theory this pipe should then connect to the water pump (the small box we fitted earlier) and so the pipes should be bent so that



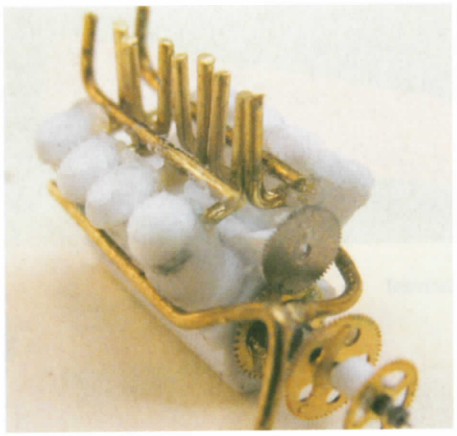
Cogs and wheels in use at the back of the engine



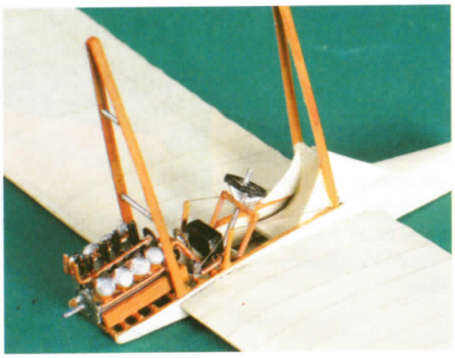
Water intake pipes are fitted into position



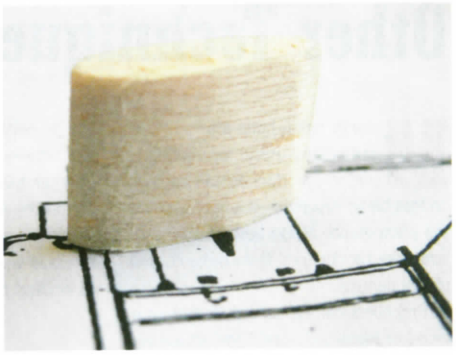
Water outtake pipes mustn't be forgotten



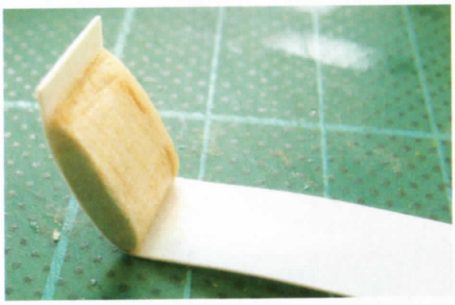
The completed engine



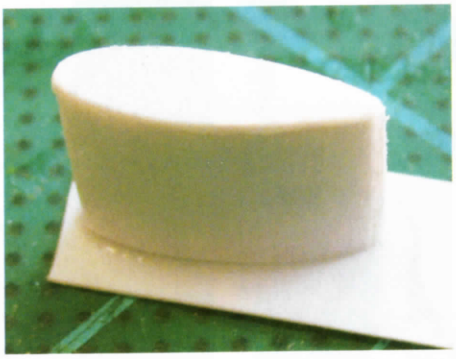
The engine is fitted into position on the fuselage



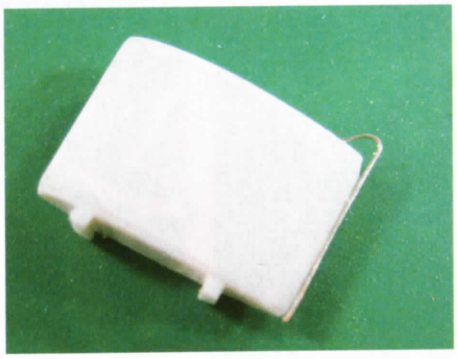
The shape of the fuel tank is based around a carved piece of scrap balsawood



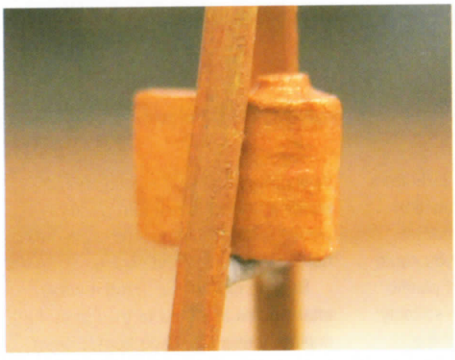
10 thou Plasticard is wrapped around the balsa coring



The water tank begins to take shape

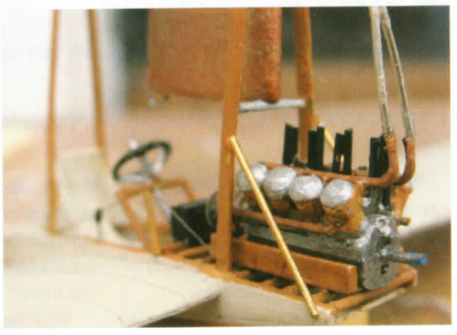


The finished fuel tank



The water tank is glued into position between the forward central struts

The fuel tank is fitted in position



Pipes are fitted in between the water tank and water intake pipes. Also note the support struts fitted between the nose and the central struts

when the engine is installed a further pipe can be fitted to the water pump.

Almost there now! Examination of period photographs reveals that there was one more vertical pipe at the front of the engine not seen on the Science Museum exhibit. This can be made from brass rod or thin plastic rod and simply glued centrally to the front top of the engine body.

Using the process dealt with above in an earlier section, the starter wheel can be made, the only difference being that the outer tyre needs to be filed flat once the wheel has been completed. It is not advisable however to fit this to the engine yet as this part will be exposed and easily broken off during construction.

Finally the engine is painted attached to the engine blocks on the fuselage nose. Prior to installation I made a tiny connector box for the water outtake pipe to fit into. As a final touch two small cross beams made from 0.4mm brass rod are fitted at a 45° angle from the front central struts to the fuselage nose.

Fuel and Water Tanks

Before we begin with the fuel and water tanks, two small pieces of plastic rod need to be fitted across the front central struts ready for the installation of the tanks. The large fuel tank can be carved from a piece of scratch balsa or, if available, thick Plasticard. If you are using the balsa method the fuel tank should be very slightly smaller than the size you require as we will cover the entire balsa core in 10 thou Plasticard. To do this cut a strip of Plasticard very slightly wider than the height of your balsa core. Beginning at the back end of the fuel tank wrap and cement the strip of Plasticard tightly around the core. Once dry sand the top and lower edges so that the plastic is flush with the balsa. We can then glue pieces of scrap 10 thou Plasticard to the top and bottom of the fuel tank. These are then trimmed and the whole fuel tank is lightly sanded. Two very thin strips of 15 thou Plasticard are then cemented across the top fuel tank, and a piece of 5 amp fuse wire, bent to shape, is also fitted to the back edge.

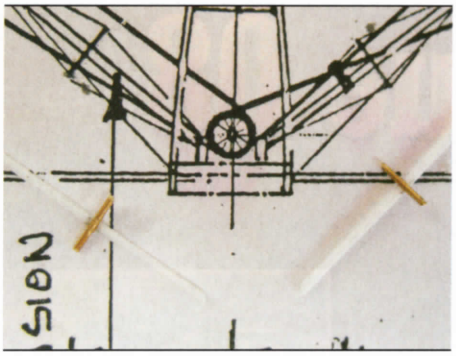
The fuel tank was originally suspended from the upper wing. To simulate this I intend to glue five pieces of invisible mending thread into pre-drilled holes in the top of the fuel tank ready to thread into the upper wing once this has been fitted.

The water tank sits above the fuel tank. This is simply carved from 2mm Plasticard (or in my case two pieces of 1mm Plasticard glued together). Once the shape has been achieved a small sliver of a suitably sized plastic rod can be glued to the top before painting and fitting the water tank into position on the top central support between the struts. As already mentioned, in reality the fuel tank was suspended by wires but 1/72 scale is small enough that we can get away with gluing the front edge of the fuel tank to the lower support.

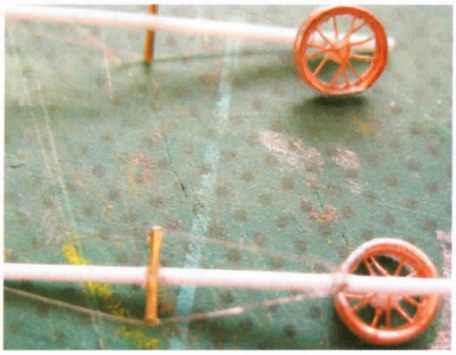
Finally a pipe made from 15 amp fuse wire is bent to shape and fitted between the water tank and one of the water intake pipes. A second length of 15 amp fuse wire is fitted between the second water intake pipe and the main pipe so that the two meet mid-way.

The Propulsion System

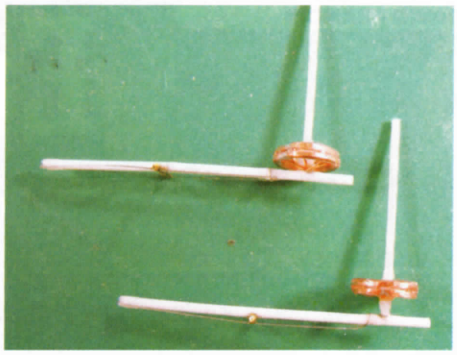
BAA1's belt-driven propulsion system drove two propellers on posts which appear to have been fitted at a 35°angle from the back of the engine mounting blocks. The main posts are made from 0.8mm plastic rod which has been cut to size. A small piece of 0.4mm brass rod is fitted across each post, and I suggest making a small groove in each post at the required position using a file in order to make final bond better and easier to achieve. Once again the more adventurous modeller can glue a piece of thread around the posts to make a diamond shape. The next step is to create



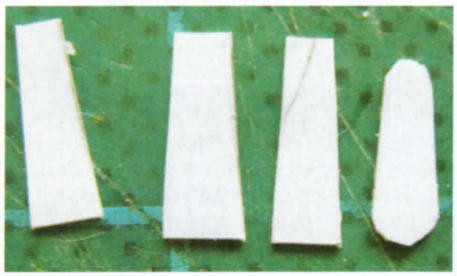
Construction begins on the propulsion posts



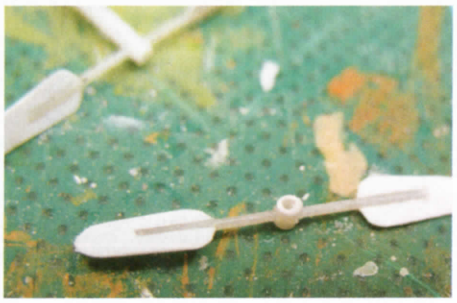
Spoked flywheels are glued to the posts



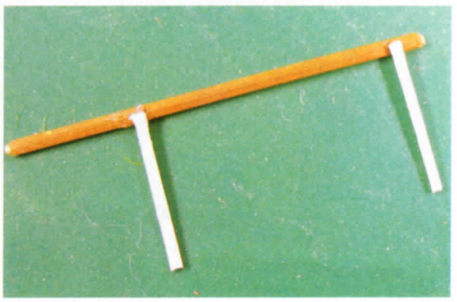
The propulsion posts are completed



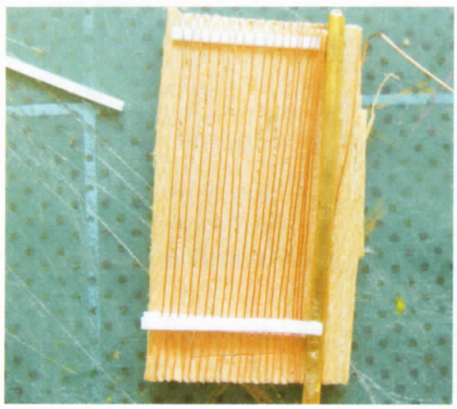
Propeller blades begin life as roughly cut pieces of 10 thou Plasticard



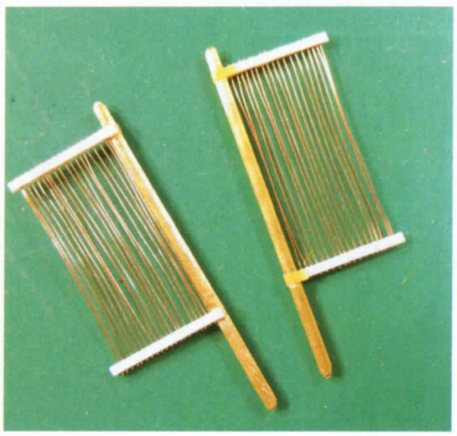
Almost completed propellers



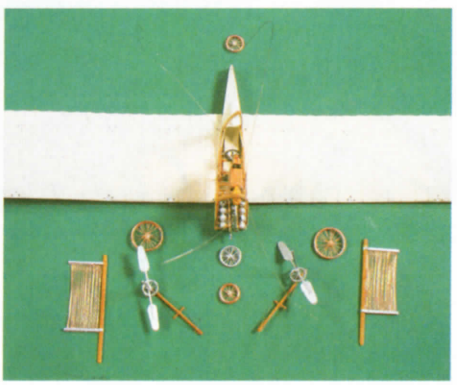
The framework for the radiator is glued to the interplane strut



Thin gauge wire is wrapped around the framework and piece of wood to create the see-through effect of the radiators



The completed radiators



The story so far

two small flywheels using the spoked wheel process already described. Like the engine starter wheel the outside edges of each flywheel are reduced and flattened.

Once completed, the flywheel can be glued to the support post. The port side flywheel can be fitted directly to the post but the starboard flywheel will need to be spaced with a small piece of plastic rod. Once dry, a piece of 0.5mm plastic rod is glued to the opposite side of each flywheel at right angles to the post.

The propellers are simple to create using 0.5mm plastic rod, 1.2mm plastic tubing and 10 thou Plasticard. The blades are made from the Plasticard using the plans as patterns. I find the easiest method to produce identical blades is roughly to cut the shape out with a knife prior to careful shaping with a needle file. Once you have four identical blades, cut out a thin slot approximately 6mm (for 1/72 builders) from the inside edge, and wide enough to slot the 0.5mm plastic rod into. The plastic rod can then be glued centrally into the slots and cut to size. Each blade is then glued into opposite sides of the plastic tubing at a slight angle via pre-drilled holes.

The Radiators

The radiators present a bit of a challenge because of their see-through appearance. In order to simulate this we are going to attempt to make them from thin gauge copper wire. On the October version of BAA1 the radiators had been moved from a central position to midwing where they were fitted to the interplane struts. The first step in recreating these radiators will therefore be to cut a pair of interplane struts from a suitably sized length of 'Strutz'.

At this point in the proceedings it is advisable to cut the struts slightly larger than you require as it would be heartbreaking to build wonderful looking radiators only to find that the struts to which they are fixed are too small when the upper wing goes on. Next, cut a strip of 15 thou Plasticard, approximately 1mm wide, into four 11mm long lengths (again assuming you are building to 1/72). These strips will be used for the outer frames of the radiator. Using the plans as reference, glue two strips to one side of each strut. Now comes the clever bit. Cut a small piece of hardwood, a little larger than the radiator frame, and attach a piece of double-sided sticky tape to one side. Fit the end of the thin gauge copper wire to the tape and hold the radiator in position on the opposite side of the wood so that the side of the strut that had the plastic strips glued to it is facing inwards. Carefully wrap the thin gauge copper wire around the wood so that it rests tightly across each radiator frame. Continue doing this, each time working your way slightly outwards until the strands are about 1 mm from the edge, and at this point wrap the wire around the wood (not across the frames) a few times effectively to tie the radiator off.

Finally, carefully spread glue across each of the plastic strip frames (with the wire sitting on top of them) and fit the remaining strips over the top of each one firmly. Once completely dry all the excess wire can be cut away from the outside edge of each frame and the completed radiator can be carefully lifted from the wood.

So there you have it....

That just about wraps up the details section of this series. At this point you may be wondering why we have not yet fitted the propulsion system or radiators into position yet. All I can do is assure you that there is method to my madness and this will be done as part of the final construction stage which will be detailed in the next and final instalment of this series, where we will be assembling all the parts that we have been feverishly making to complete our British Army Aeroplane no.1.

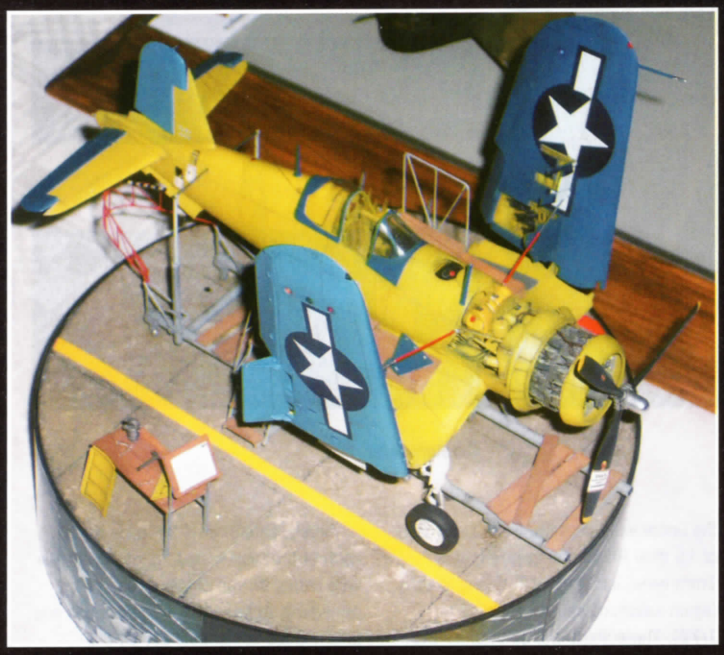
SAMI

BY DAVID FRANCIS

Eday Prague 08

Another Winning Show from Eduard

I normally do not like heavy weathering but on this 1/32 Frank it looked just right



A great way of realistically opening up all the panels on a model was this production-line Corsair

One of the highlights of my year is the show organized by Eduard on the third weekend of September. This show is very different from those that I attend in the UK due to its location in the underground car park of the Gallery Butovice, a shopping centre on the outskirts of Prague. I am not sure if this would be allowed in health and safety conscious Britain (One confused person in an automatic car could wipe out the cream of Czech modelling) but it does add a distinct atmosphere to the show. A nice bonus for all visitors is a special edition kit with a Czech theme supplied by Eduard, and this year it was a Nieuport biplane with markings for the Czech Air Force in 1919.

The car park offered lots of space and good lighting thanks to Eduard's efforts in changing hundreds of fluorescent strips to improve the appearance

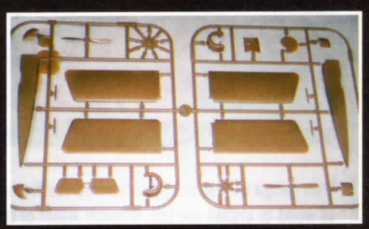
SAM Publications shows the colours. Within two hours of opening the stand was bare, and I even sold the flag!

The show covers the whole range of scale modelling and even includes a large pool where warships exchange volleys of pyrotechnic gunfire. Even a 1/72 working torpedo made an appearance, although unfortunately for the owner a premature detonation led to a loss of both dignity and eyebrows! Again I am not sure this display would be allowed at Telford but it was certainly a large draw for the many children at the show and quite a few older modellers as well.

Talking to the organizers, some figures stuck in my mind. The attendance at Eday was about 6,000 over the two days – on a par with Telford, even though the show is a lot smaller in size. But if you take into account the smaller population of the Czech Republic it would be the equivalent of 60,000 attending Telford, something our organizers would love to happen, and just goes to show the level of interest in modelling in the Czech Republic.

Now normally when I do a show report I try and include a few modellers names with my photographs but due to the large difference between English and Czech spelling I will let the photos do the talking and use this article to thank all modellers, traders and, of course, the organizers for putting on such a friendly show.

SAM



This caused a bit of confusion, obviously a new Eduard biplane?

The large 1/48 Resin Albatross had landed on the RVHP stand

The Avia holds a place in the heart of Czechs akin to the Spitfire in the UK, and this large scale example was a great tribute

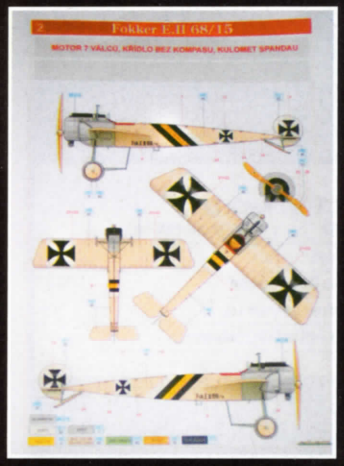
HPH had two new projects on display, including this L-29 Delfin trainer in 1/32

The 1/144 Gold Medal winner was this stunning Hellcat

This stunning 1/32 Me262 night fighter won gold in the competition

This Mirage shows the inked panel lines seen on a number of models but I wish I could build kits as good as this

One shot specially for the editor was the 1/144 scale competition section



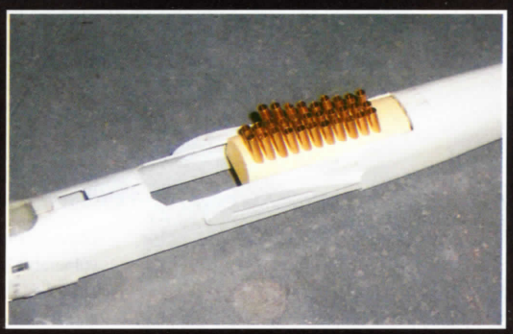
Not a biplane at all – it's the Fokker Eindecker with a choice of wings

A great idea for displaying a selection of models was this 1/72 scale museum diorama

There were a number of helicopters that could have got the gold but this AH-64 won, with the Seahawk in the background also placed

A nice A-7 Sluf in the competition

For 'what if' fans HPH offer this stunning J7W1 Shinden, again in 1/32



Apparently nine He 177 Greifs were produced with this array of rocket tubes, a great conversion by Schatton Modellbau in 1/72

BY DAVID FRANCIS

He 162 A-2
Scale: 1/32 Kit No: 04723
Price: £19.99
Type: Injection Moulded plastic
Manufacturer: Revell AG
UK Importer: Revell UK
US Importer: Revell-Monogram
www.revell.de

He 162/E 377 Resin Set
Scale: 1/32 Kit No: CAM 3201
Price: £54.95
Type: Resin Conversion Set
Manufacturer: Cammett Ltd.
http://cammett.websds.net/index.htm

Additional Items
Airwaves AES32010 He 162 Ejection Seat and Bulkhead set £10.40
Quickboost QB32039 Cannon £3.99

Sky High Mistel 5

Cammett's He 162/E 377 Mistel conversion for the Revell He 162 in 1/32

Never let it be said that the Germans ever gave up on a bad idea. The original *Mistel* used old Ju 88 bomber aircraft fitted with a large warhead as an unguided flying bomb. On top of the Ju-88 was mounted the controlling aircraft, normally a Fw 190. The idea was that these composite machines would be used *en masse* against high value targets like power stations on the Russian Front or the British fleet in Scapa Flow. In fact, Germany's wartime fortunes turned before enough aircraft could be produced, and they were very vulnerable to roving fighters once airborne. The Mistel's operational career was varied – the most successful operation being to destroy a bridge over the Rhine, and probably the least successful that aimed at the invasion fleet off Normandy just after D-Day that blew a big hole in a field in Kent!

There were a number of proposed developments of the *Mistel* concept using the Me 262 and He 162 as the controlling aircraft with purpose designed jet powered bombs.

Cammett Ltd have decided to produce two versions of these proposed *Mistels* and the first combines the Revell He 162 Salamander with an all resin kit of the E.377 and the heavy duty trolley that carried the combination. The E.377 was a jet powered version of an Arado design employing a SC1800 bomb without its tail fins, mounted in the nose of a simple non-guided airframe. Originally this design was to be a glider but two Junkers jet engines were added to provide increased power during take off and the final attack phase.

On opening the robust box I was immediately impressed with the quality of the castings. Like all resin sets there are some casting blocks, but these are made as simple to remove as possible. The detail is very fine and a quick test fit of some of the larger parts revealed almost perfect fit straight out of the box. The instructions are very clear and concise and use a mix of photos and text to guide you through the construction process and this includes the simple modifications that will have to be made to the Revell kit. I started by removing the resin casting blocks, or more truthfully one of my friends removed the casting blocks with a power tool (Thanks George), achieving in minutes what I would have taken an hour or more to do with a razor saw and sandpaper.

The easiest way to approach this build is to assemble it in 3 parts: the bomb, the trolley and the 162. I will start with the bomb.

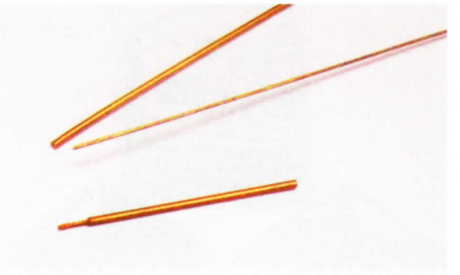
The E377

The E377 was a very simple design and this is reflected in the model. The main fuselage is made up of a hollow cast warhead, a main fuselage, and a three-part tail. I had fears that the completed Mistel would be tail heavy so decided to fit a large 6oz fishing weight in the nose, held firmly in place with Blu-Tack.

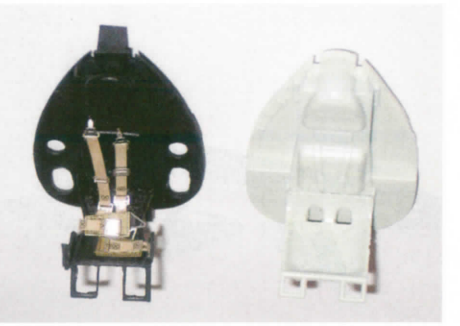
The fit of all of the resin fuselage and tail parts is first class and absolutely no filler was required. This is also true of the joins between the engine nacelles and the wings, which simply located into position using the very positive keys moulded into the joining surfaces. The jet intake and the exhaust sections of the jet pipe are separate parts and can be fitted after painting as, yet again, the fit is near perfect. A nice touch is that handed parts are clearly marked left and right in places that will be invisible after assembly. Into these sections are inserted parts that provide the fan and exhaust details of the engine. I painted these aluminium and gun metal respectively with a wash made from heavily thinned black oils to lift out the moulded detail, before attaching them in place.

Of course the bomb never existed so how you paint it is up to you. I decided to start with a coat of Gunze Sangyo RLM76 Blue with a disruptive coat of RLM 81 Brown Violet from the same range. The intakes were painted in Alclad Dark Aluminium with the exhausts in matt black, and these were

A large weight is needed to prevent tail sitting

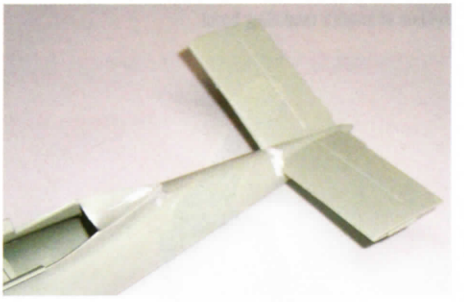


Replacement pitot tube made from brass rod and tube

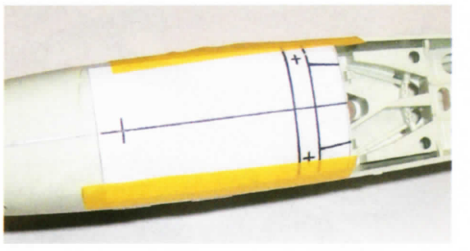


Airwaves versus kit parts

Decals from the spare box used as data placards



A small amount of filler is needed around the tail



Paper template from the instructions

attached to the model after the camouflage scheme was painted, to finish the bomb. The assembly took an evening as it is very simple in design and execution; the painting took another night enabling me to move rapidly onto the one part of the model I was not looking forward to.

The Trolley

Now this is a hefty piece of kit as the original would have weighed over 20 tonnes. The trolley was released from the combination once it had reached flying speed and had a large braking parachute that deployed, enabling it to be reused.

Just like the bomb the standard of fit is first class, and a nice touch is that the resin struts that will bear the not inconsiderable weight of the model have a core of metal, which makes them very robust.

The easiest way to build the trolley is to assemble all of the frame and one side of each wheel housing, leaving the other housing separate. As the trolley was be reuseable I decided to make it quite weathered and battered. I started by spraying overall Tamiya Panzer Grey and picking out the hydraulic rams in silver. Next I used MiG Productions brown wash around all the moulded bolts and nuts and around the edges of moulded detail. Finally CMK Stardust weathering powders Dark Rust was used to add water stains running down from the details.

The reason I left part of each wheel housing off until after painting was to enable me to paint the wheels easily in shades of grey and black before trapping them firmly in place between the two housings. The axles are very thick and can easily support the weight of the completed model, though some care is needed during assembly to ensure that all 5 wheels will touch the ground. It helps if you regularly test fit the completed bomb to the trolley as the weight of it helps the wheels and their housings assume the correct position. Again I spent less than an evening assembling the parts and a lot longer getting a weathered finish that I was happy with, before moving on to what I thought would be the easy bit – the Revell He 162.

He 162

The Revell He 162 has been around a few years but surprisingly this is one of the few 1/32 kits I have never built. First impressions were very good as the kit is quite simple, just like the original aircraft.

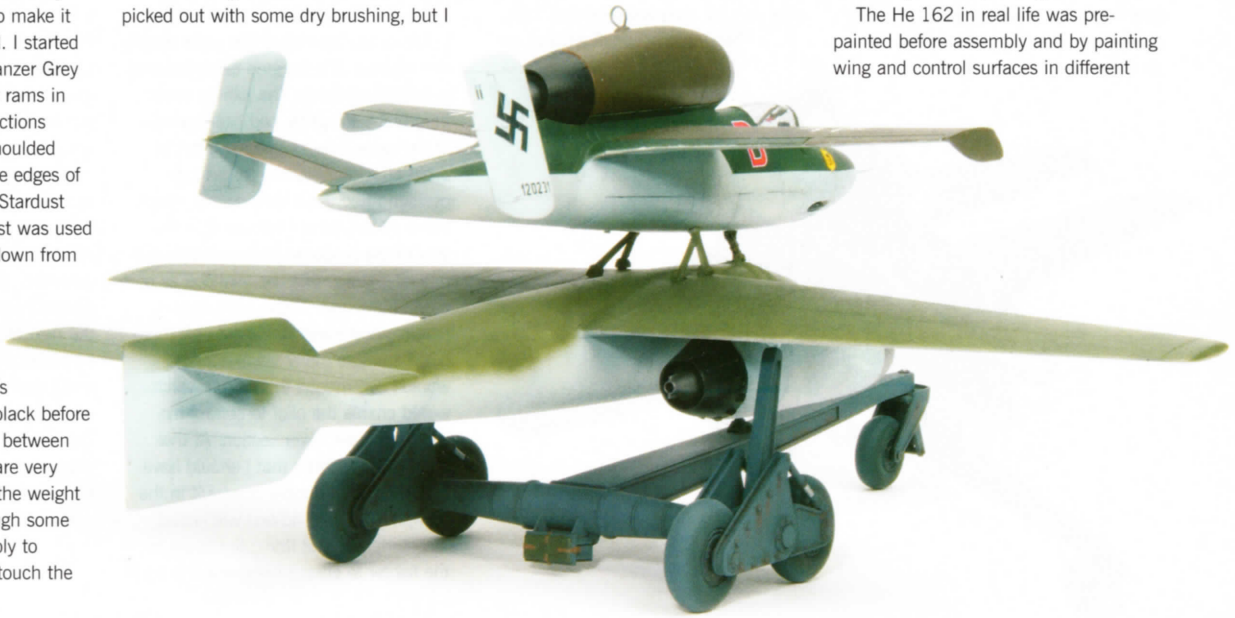
Of course I would not have to fit the detailed undercarriage bay and I had already decided to miss out the complete engine that Revell supply. I started with the cockpit and this was painted in RLM 66 Dark Grey before picking out details in silver, red, yellow and blue. The instrument panel has some nice engraved detail that could be picked out with some dry brushing, but I cheated by applying the kit decal over the kit part and then settled it into the detail with Daco's strong setting solution. Though in most areas the Revell kit is an accurate representation of the He 162 there is one area that completely spoils the model in my eyes and that is the ejection seat, which is not based on the original but appears to be a copy of a wooden replica in a restored airframe. Fortunately this is easy to sort out as Airwaves have produced an accurate resin seat that also includes an accurate rear bulkhead to mount it on. These are direct replacements for the kit parts, however some care is required in removing the not inconsiderable casting block from the base of the delicate seat pan and I guarantee that you will break off some of the resin mouldings at least once. Once painted and weathered you can add the Eduard pre-painted seat belts that are included in the Airwaves set.

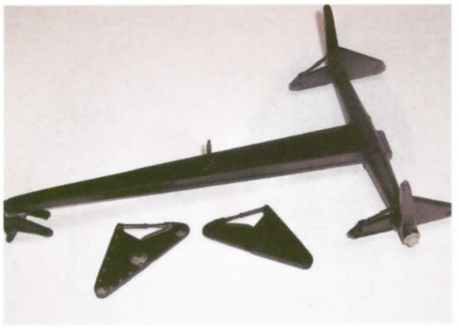
The completed cockpit was now fitted in place before joining the fuselage halves together, and with the cockpit finished the rest of the kit assembled very rapidly due to the high standard of fit of all of the major parts.

There is a small modification you will need to do before painting the aircraft and this is to drill the three holes for the struts that will attach it to the bomb. This is made very simple by the inclusion of a paper template on the instructions that has lines printed on it to line up with the kit's engraved detail. I attached the template to the model with Tamiya masking tape before drilling the three 2mm holes that the struts will fit into. While I had the tape out I also used it to produce masks for the cockpit. This is a simple three-stage process: first I apply the Tamiya tape to the clear parts, then I use a cotton bud to burnish the tape into the moulded frame lines, and finally I use a new No.11 scalpel blade to cut carefully around the edge of the moulded detail producing a perfect mask.

The clear parts were now attached to the model with Gator Grip and then I was ready to start painting.

The He 162 in real life was pre-painted before assembly and by painting wing and control surfaces in different



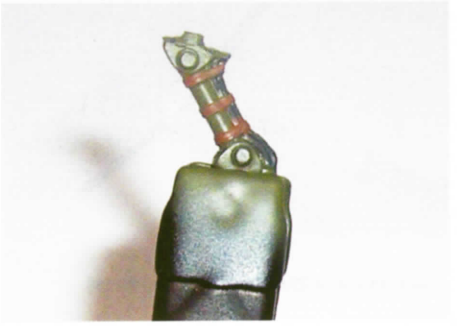


Basic colour applied to the trolley

Before and after the wash – I am starting to stray into the realms of armour modelling here!

This heavily weathered trolley has seen a bit of use

First test fit



Detail from the front bomb-to-fighter strut

He 162 painted in sections - just like the real thing

colours a simple camouflage scheme was produced. I used Xtracolour acrylic RLM 76/81/82 and it is surprising how their interpretation of these shades differs from the Gunze Sangyo paints used on the E377. Xtracolour paints dry to a semi-gloss finish perfect for applying decals to, and also ideal for use with Pro Modellers range of weathering washes. I use their dark wash applied liberally to all the engraved detail, working a section at a time. After ten minutes I use a damp cotton bud to remove any excess, rotating the bud regularly so that any removed is not reapplied to the model. I am not normally a fan of inked panel lines but I find that this wash leaves a subtle effect that shows up the detail on light coloured areas without being unrealistically stark.

For markings I used a mix of the kit decals and some from my spares box, including the swastikas for the tail. I think they originally came from an Eagle Strike sheet for the Me 262. Next I applied an overall coat of Xtracolour matt varnish to blend everything in.

Finally I added the prominent cannon barrels. Revell's He 162 has these moulded as solid rods, and normally I would replace these with brass tube but as I had a set of Quickboost resin barrels produced for this very kit, they were painted matt black with a small amount of CMK black smut around their ends and used to good effect.

Mount Up

Now came the moment of truth – how would the three separate assemblies fit together?

I had already tested fitted the bomb to the trolley, and these two parts simply slot together with no glue being required to hold them firmly. The joining struts from bomb to fighter had been painted at the same time as the bomb but to avoid attaching them in the wrong position I had left it until now to attach them. At this point I will mention the very nicely produced control cables and retaining straps that are moulded as part of the front strut. These need careful painting and maybe a wash to lift them out. I am sure many manufacturers would have missed this detail, which would enable the pilot to control the engines on the lower section. At this point I also realised that I should have added an extra throttle quadrant in the cockpit – oh well, no-one will know!

I started by test fitting the struts to the fighter to ensure there was a snug fit to the pre-drilled holes. This was important as I wanted to be able to remove the fighter when travelling to shows. Now I glued the struts to the bomb with the fighter mounted on top, once again using Gator Grip. One of the benefits of this glue is that it has about a one-minute working time before it starts to harden – plenty of time to check that everything is lined up.

Finally to complete the model I fitted the pitot tube to the He 162. Knowing my luck this item would have been snapped off if I had fitted it any earlier. I decided to produce something a bit stronger and more durable than the plastic pitot supplied in the kit, so I made one from a small length of brass tube with some thin brass rod inserted into the end.

Conclusion

This conversion is the resin equivalent of a Tamiya kit; I cannot imagine any modeller being unable to fit the parts together thanks to the combination of quality resin with a kit of almost equal standard. The only downside is that this amount of resin is not cheap

All three sections of my model were assembled over the course of a single week and I spent far longer in painting and weathering than in preparation and assembly. If Cammett can maintain this quality I am really looking forward to the next *Mistel* conversion, which will be based on the Trumpeter Me 262, and I really hope that when Revell release their new tool Ju 88 in December Cammett may consider producing a conversion for the only *Mistel* combinations actually to see operational service.

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B-29 Superfortress Walk Around

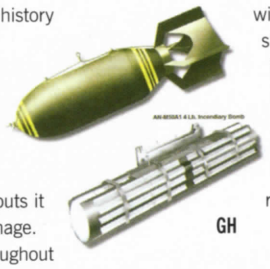
BOOK OF THE MONTH

Squadron titles are mandatory works of reference for any modelling project, and once again they have hit the mark with this intimate approach to a machine seldom viewed from the inside. The cataclysmic history of the atomic bomb has tended to 'typecast' the B-29, and *Enola Gay's* notoriety has completely blanked out its combat history for a great many modelling enthusiasts.

This book does much to return the B-29 to the ranks of regular US combat types, takes it apart and puts it back together in a new image. Beautifully illustrated throughout with close-ups, action shots, and colour profiles, it is a volume worth acquiring simply to get a new perspective on the aircraft.

Highly recommended.

GH



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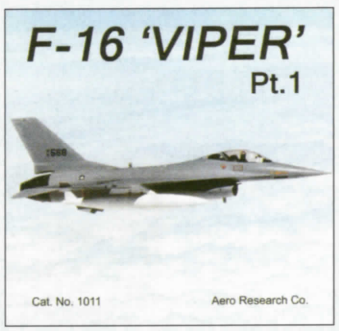
TECHNICAL DATA
Publisher: Squadron Signal
Author: Dennis M. Savage
ISBN: 978 0 89747 570 9
Format: Softback, 80pp

F-16 Viper Pt. 1



CD-ROM
F-16 Viper Pt. 1
Publisher: Aero Research Co.
Cat. No. 1011 Format: CD-Rom

Following in the format of this series, this CD provides a mass of excellent coloured photographs showing the F-16 in many guises and locations, and affords the modeller plenty of opportunities for notes on in-service colours and markings.

Barry Brine

SAMI

Ilyushin Il-10 Colours and markings

Another fine product from the Czech Republic, this is another true modellers' book – the more so as it comes supported by a 1/48 decal sheet allowing the modeller to build a number of the aircraft profiled within. In another laudable feat of co-operation, the title is designed to dovetail with Special Hobby's release of the type as the Avia B-33, and thus while we in the UK may know little or nothing about this attractive machine, we simply don't need to, as between them, Mark I/4+ and MPM have covered the whole package.

The book itself includes high-quality close-ups in colour of preserved aircraft, interspersed with period shots and very fine colour artwork giving four-views of the twelve machines covered by the decal sheet.

The decals cover Russian, Czech, Polish, Hungarian, Romanian, Bulgarian, Chinese and North Korean aircraft, and are very well printed.

The Czechs have an enormous pride in all aspects of their aviation heritage. That they are keen to share it is to our advantage – the more so as their presentation makes it accessible, interesting, and ultimately makes us want to take part.

Brian Norman

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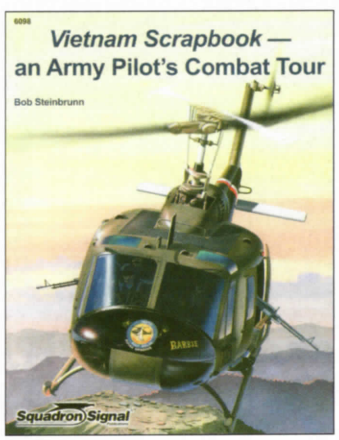
TECHNICAL DATA
Publisher: Mark I Ltd/ 4+
Author: Michal Ovcacik and Karel Susa
ISBN: 978 808663706 8
Format: Softback, 28pp

Vietnam Scrapbook – an Army Pilot's Combat Tour

Squadron consistently release fascinating and informative books, and while this is more of a general title than a modellers' book, the fascination it provides through the grainy snapshots taken by the author go a long way to evoking a nostalgia for the period. Basically it's a war diary of a combat veteran, telling his own story in words, and plenty of pictures.

It's the type of book that inspires a model, rather than helps one to build it,



and as such it can be recommended without hesitation.

www.squadron.com

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TECHNICAL DATA
Publisher: Squadron/Signal
Author: Bob Steinbrunn
ISBN: 978-897475655-0
Format: Softback, 80pp
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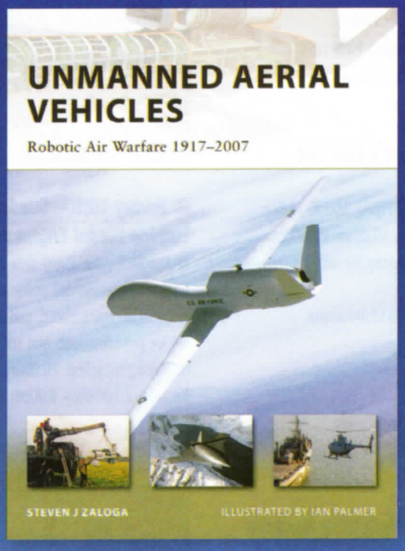

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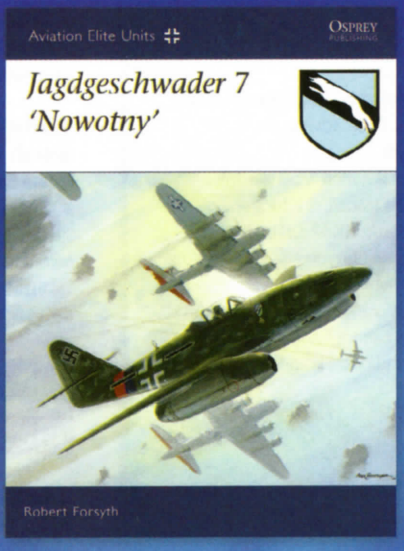

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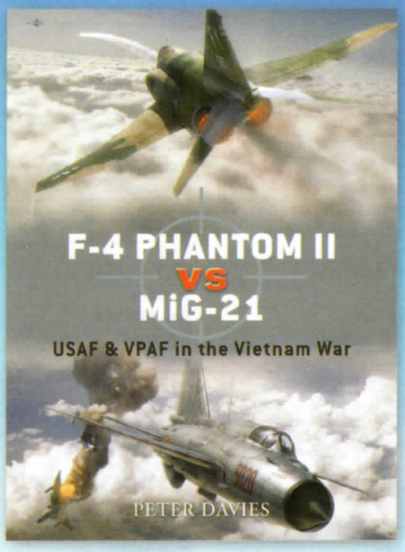

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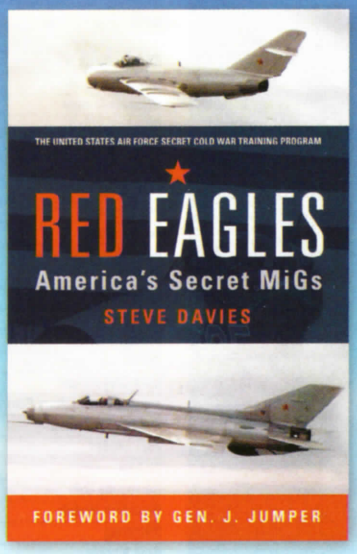
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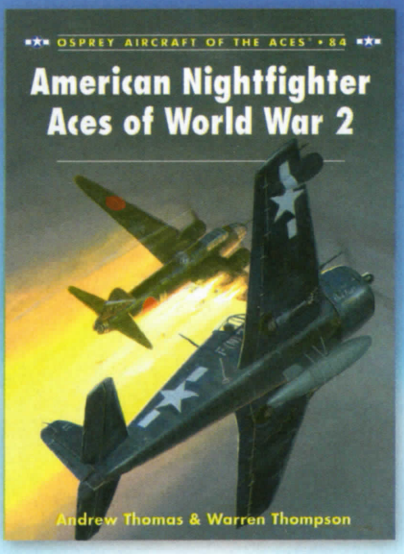

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2009

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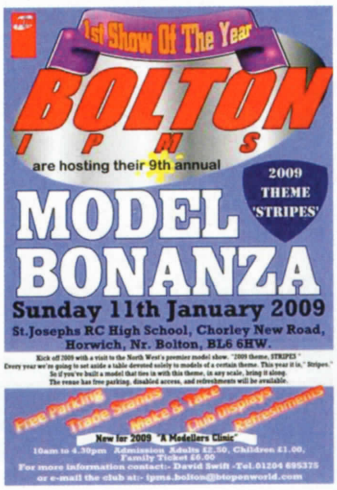

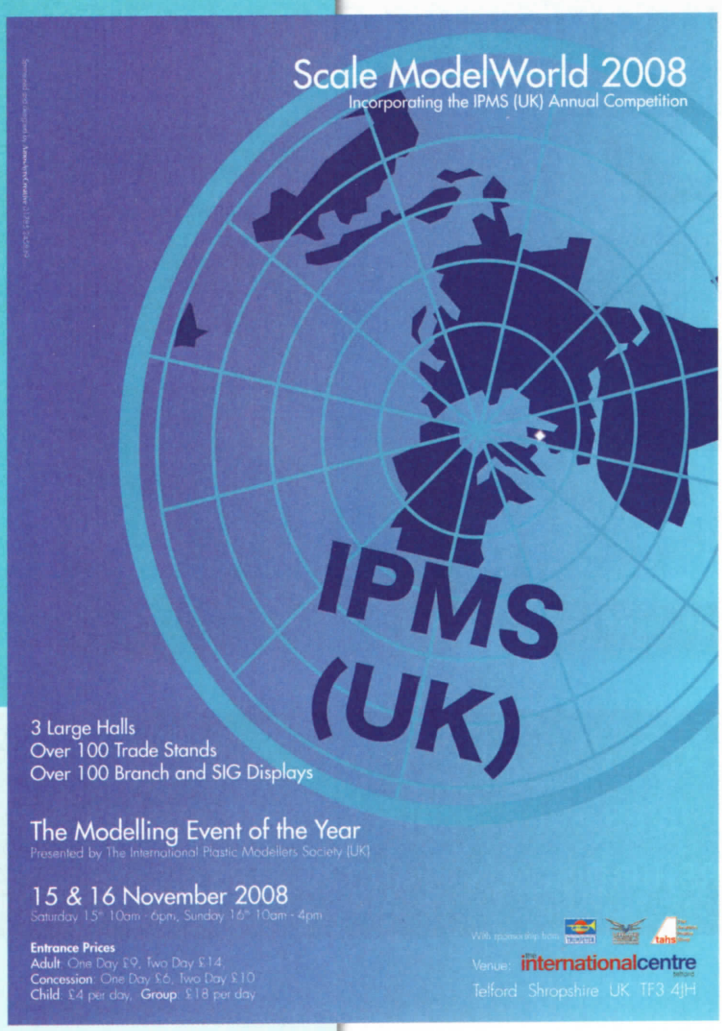
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The AIRData Series

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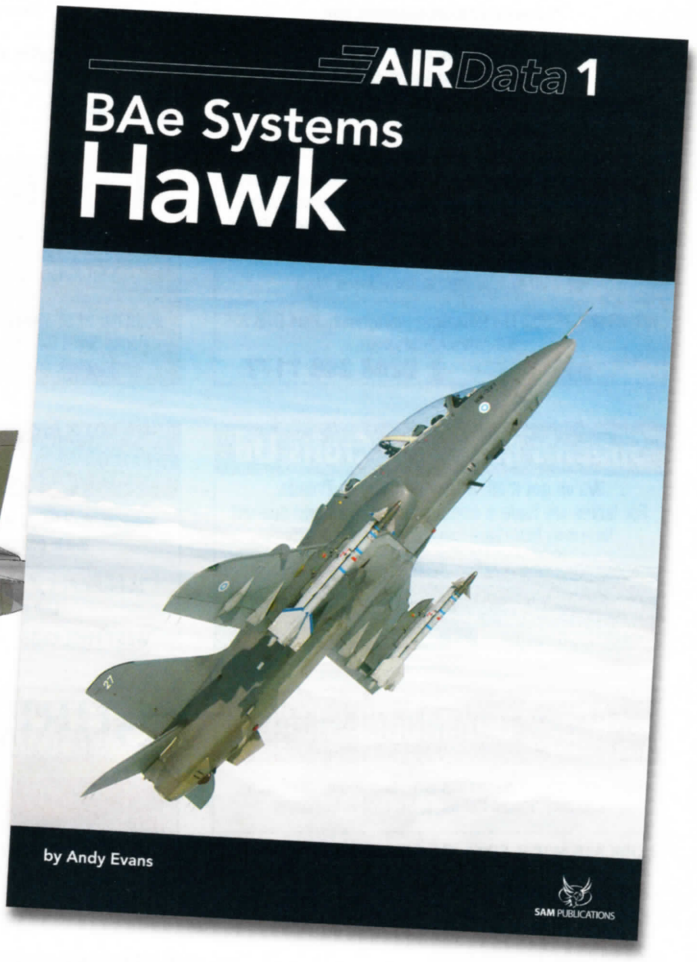

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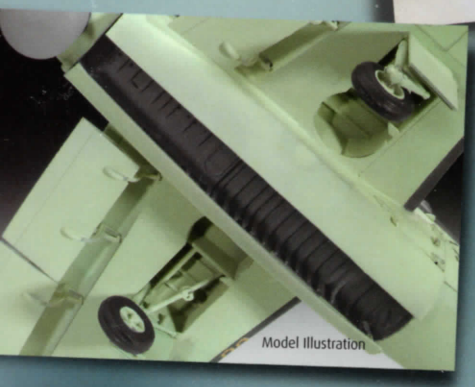

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